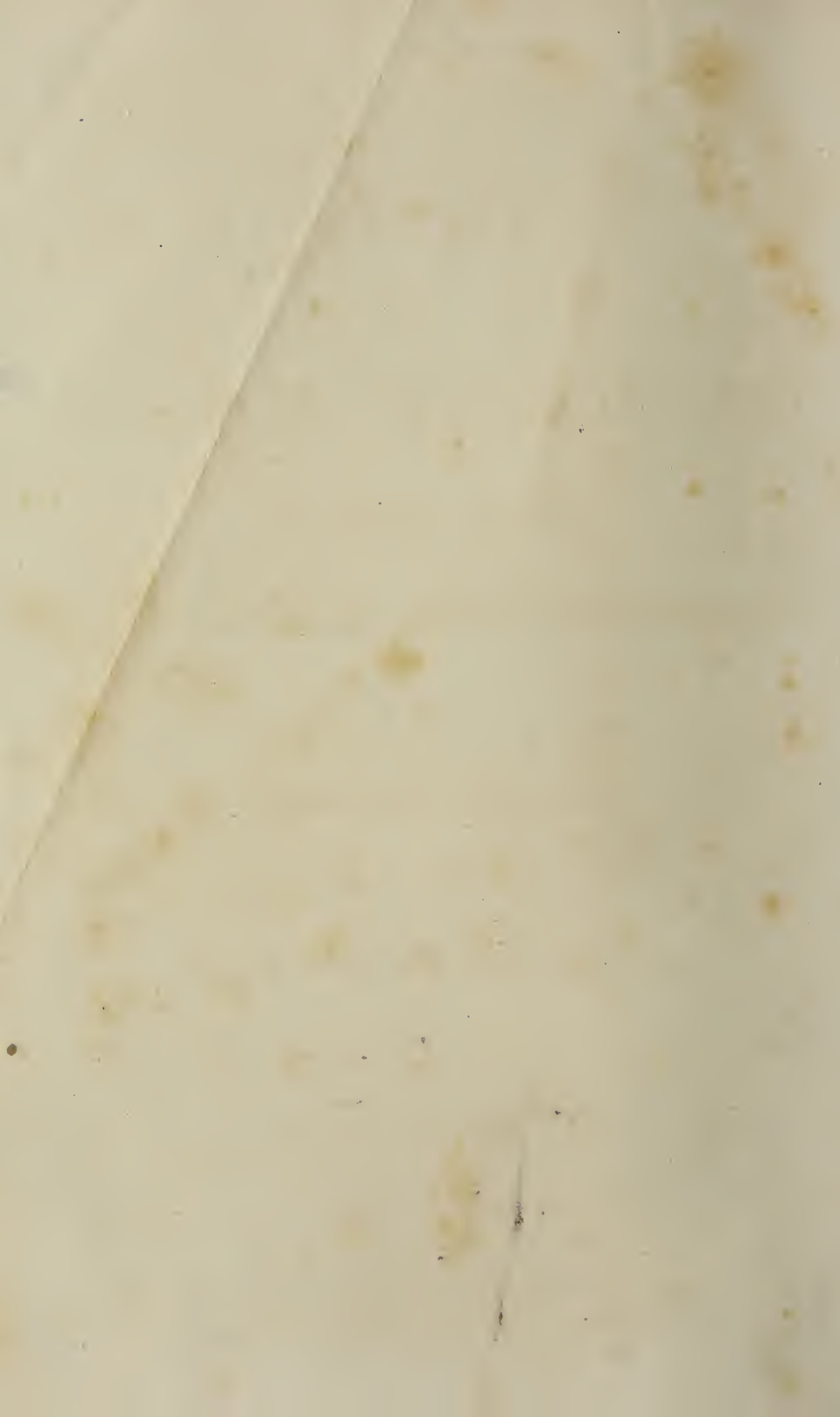


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LETTER

OF

THE SECRETARY OF STATE,

TRANSMITTING A REPORT ON THE

COMMERCIAL RELATIONS OF THE UNITED STATES

WITH

FOREIGN NATIONS,

FOR

THE YEAR ENDED SEPTEMBER 30, 1867.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1868.

ACTS OF CONGRESS CREATING A STATISTICAL OFFICE OF THE STATE DEPARTMENT.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be the duty of the Secretary of State to lay before Congress, annually, at the commencement of its session, in a compendious form, all such changes and modifications in the commercial systems of other nations, whether by treaties, duties on imports and exports, or other regulations, as shall have come to the knowledge of the department.

Approved August 16, 1842.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That, in addition to the changes and modifications in the commercial systems of other nations now required to be reported by the act approved August 16, 1842, it shall be the duty of the Secretary of State to lay before Congress, annually, within sixty days after the commencement of each ordinary session, as a part of said report, all other commercial information communicated to the State Department by consular and diplomatic agents of this government abroad, or contained in the official publications of other governments, which he shall deem sufficiently important.

Approved August 18, 1856.

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ANNUAL REPORT
ON
FOREIGN COMMERCE

FOR THE
YEAR ENDED SEPTEMBER 30, 1867.

FEBRUARY 10, 1868.—Referred to the Committee on Commerce and ordered to be printed.

DEPARTMENT OF STATE,
Washington, February 8, 1868.

SIR: In compliance with the acts of Congress of August 16, 1842, and August 18, 1856, I have the honor to transmit herewith a Report on the Commercial Relations of the United States with foreign nations for the year ended September 30, 1867.

I have the honor to be, sir, your obedient servant,

WILLIAM H. SEWARD.

Hon. SCHUYLER COLFAX,

Speaker of the House of Representatives.

1866/67
26/1/50

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BRITISH DOMINIONS.

ENGLAND.

Statement of the imports from the United States to Great Britain and Ireland of the principal articles of produce of the United States, for the years ended December 31, 1866 and 1867.

I.—ARTICLES FREE OF DUTY.

Articles.	1866.	1867.
Cotton, raw.....cwt..	4, 643, 370	4, 715, 733
Oil, petroleum.....tons..	29, 633	22, 236

II.—ARTICLES SUBJECT TO DUTY.

Corn, wheat.....cwt..	635, 239	4, 188, 013
Wheat, meal, and flour.....cwt..	280, 792	722, 976

Statement showing the description, quantity, and the declared value of the exports of the British and Irish produce and manufactures to the United States during the years ended December 31, 1866 and 1867.

Description.	Quantities.		Declared value.	
	1866.	1867.	1866.	1867.
Beer and ale.....barrels..	16, 642	19, 853	£81, 405	£93, 501
Coals, cinders, and culm.....tons...	134, 113	123, 392	83, 901	86, 063
Cotton manufactures: piece goods of all kinds, plain, printed, or colored.....yards...	114, 744, 971	88, 488, 362	3, 295, 496	2, 233, 623
Earthenware and porcelain.....packages.	122, 519	101, 642	790, 568	711, 245
Cotton thread for sewing.....pounds..	1, 531, 342	1, 404, 430	373, 024	359, 433
Linen manufactures: piece goods of all kinds.....yards...	119, 442, 507	84, 753, 038	4, 171, 989	2, 758, 327
Linen thread.....pounds..	1, 984, 092	1, 363, 139	229, 220	161, 882
Metals, iron wrought, all sorts.....tons...	11, 099	6, 979	228, 672	133, 958
Metals, steel unwrought.....do....	21, 057	19, 025	692, 973	616, 292
Copper wrought or partly wrought: bars, sheets and nails, rods, plates, bottoms, and pans, and mixed or yellow metal for sheathing.....cwt....	9, 599	3, 641	43, 720	15, 339
Metals, lead.....tons...	8, 276	7, 080	173, 069	147, 168
Tin-plates.....cwt....	1, 076, 778	1, 060, 224	1, 434, 055	1, 390, 064
Iron, bar, angle, bolt, and rod.....tons...	63, 147	45, 516	571, 762	379, 752
Railroad iron of all sorts.....do....	105, 248	165, 215	858, 402	1, 243, 639
Iron castings.....do....	1, 564	1, 190	19, 489	12, 529
Iron hoops, sheets, and boiler plates.....do....	30, 671	29, 693	342, 588	322, 120

Statement showing description, quantity, and the declared value, &c.—Continued.

Description.	Quantities.		Declared value.	
	1866.	1867.	1866.	1867.
Oil, seed .....gallons..	2, 330, 697	1, 334, 949	£364, 594	£203, 690
Salt .....tons ...	161, 277	164, 295	101, 618	103, 618
Silk manufactures: broad piece goods, fancy silks and satins, velvets and gray cloths of silk only.....yards..	674, 344	342, 312	137, 608	75, 065
Silk handkerchiefs, scarfs, shawls of silk only .....dozen...	6, 225	2, 751	8, 350	3, 394
Ribbons of silk only.....pounds..	27, 153	15, 058	35, 687	16, 426
Spirits, (British) .....gallons..	147, 843	95, 512	18, 480	11, 947
Wool, sheep and lambs' .....pounds..	180, 640	17, 072	13, 700	1, 684
Woollen and worsted manufactures.....do....	75, 360, 409	50, 431, 896	3, 581, 459	2, 234, 016
Woollen and worsted manufact's: cloths of all kinds, duffels, and kerseymeres of wool unmixed or mixed with other materials.....yards ..	5, 151, 208	3, 292, 239	937, 007	554, 958
Carpets and druggets.....do....	4, 502, 323	3, 678, 184	788, 100	628, 311
Shawls, rugs, coverlets or wrappers, and carpet rugs .....number..	164, 889	112, 628	47, 748	47, 881
Exports of foreign wool from Great Britain to the United States.....pounds..	3, 166, 712	3, 225, 775	.....	.....
Total .....	.....	.....	19, 424, 684	14, 545, 925
Total in dollars.....	.....	.....	\$94, 015, 470 56	\$70, 402, 277

Statement showing the description and declared value alone of the exports of the British and Irish produce and manufactures to the United States during the years ended December 31, 1866 and 1867.

Description.	1866.	1867.
Haberdashery and millinery	£1, 121, 389	£850, 907
Hardwares and cutlery—knives, forks, scissors, shears, &c., surgical or anatomical instruments	312, 581	234, 390
Manufactures of steel	109, 584	104, 746
Manufactures of German silver, of pewter and britannia metal, of papier maché, lamps, chandeliers, candelabra, and hardwares not specifically described	731, 860	498, 399
Silk manufactures—other articles of silk only	99, 787	45, 163
Silk manufactures, (con.) mixed with other materials	85, 687	77, 179
Total	2, 460, 888	1, 810, 784

Statement showing the description and real value of the imports from the United States to Great Britain during the eleven months ended November 30, 1867, compared with the corresponding period of the year 1866.

Articles.	1866.	1867.
Corn, wheat	£263, 060	£2, 331, 449
Corn, wheat, meal, and flour	182, 261	378, 458
Cotton, raw	32, 126, 123	24, 192, 518
Oil, petroleum	589, 950	352, 497
Total	33, 161, 394	27, 254, 922
Total in dollars	\$160, 501, 146 96	\$131, 913, 822 48

Comparative statement showing the real value of the imports and exports of gold and silver bullion to and from Great Britain and the United States, during the year ended December 31, 1867, compared with the corresponding period of 1866.

	Imports.		Exports.	
	1866.	1867.	1866.	1867.
Gold.....	£8, 412, 286	£5, 026, 185	£1, 014, 770	£63, 679
Silver.....	1, 833, 297	1, 471, 821	300	.....
Total gold and silver.....	10, 245, 583	6, 498, 006	1, 015, 070	63, 679

Comparative statement showing the quantities of raw cotton imported into the United Kingdom of Great Britain from the United States, during the years 1860, 1861, 1862, 1863, 1864, 1865, 1866, and 1867.

	Pounds.
1860.....	1, 115, 890, 608
1861.....	819, 500, 528
1862.....	13, 524, 224
1863.....	6, 394, 080
1864.....	14, 148, 064
1865.....	135, 832, 480
1866.....	520, 057, 440
1867.....	528, 162, 096

LONDON—F. H. MORSE, *Consul*.

LONDON, *October 16, 1867.*

I have been endeavoring to ascertain, from such sources of information as are at my command here, the amount of tonnage required in the entire export trade of the United States, and to learn by comparison what relation, as to quantity, our registered tonnage bears to the international *carrying trade* of the commercial world.

I find in all financial and commercial documents, except in a few leading articles, values only, but not quantities, dimensions, weights, and such particulars as will aid in ascertaining the space all shipments carried in packages, cases, bales, casks, of cargoes carried in bulk and lumber in its various forms will occupy in a ship, are given. If these details were given with the quantity in weight of all heavy shipments, such as iron, lead, copper, &c., and the same information collected in regard to imports, it would add to our exact knowledge concerning our maritime commerce and show how much tonnage is occupied in carrying the imports and exports of the United States.

All necessary particulars can be easily obtained by the custom-house authorities from shippers and consignees. I am now getting together materials for a paper which will include an attempt at an approximation to the reality. But it must necessarily be imperfect, though it may form a basis on which the Statistical Bureau may enlarge should the suggestion be thought worthy of carrying out.

LONDON, *January 22, 1868.*

I forward, in a roll, by the despatch bag of to-day, the report on the foreign commerce of the United States, to which I referred in my despatch of Saturday last, the 18th instant, and numbered 63. Allow me to remark that it contains a great many facts and statistics in regard to the international commerce of all leading maritime countries, as well as of the United States, but especially of Great Britain, which are not to be found elsewhere, and which I trust may be of some interest, and perhaps of use, in legislating on the subject. I have been careful in their preparation, and believe they can be relied upon.

I am aware that so general a report may hardly be expected of me, and perhaps not desired, but the subject is, at this time, one of such general interest in the United States that I thought you would not object to receive such facts, applicable to the case, as might be collected here. If my course in this particular meets your approval, after a despatch on the *port and trade of London*, I should like to forward an occasional paper, or report on other general subjects, not strictly limited to this consulate, but connected with the trade and commerce of the United States.

THE FOREIGN MARITIME COMMERCE OF THE UNITED STATES—ITS PAST, PRESENT, AND FUTURE.

LONDON, *January 1, 1868.*

The following table shows the number of American ships which arrived in the port of London during the two years which preceded the late rebellion, during the four years of its continuance and the two years which immediately followed it. It also shows whether they came from American or from foreign ports.

Arrivals of American vessels from American and foreign ports during the two years following.

Year.	American ports.	Foreign ports.	Total.
1859.....	87	140	227
1860.....	156	72	228
1861.....	208	264	472
1862.....	183	154	337
1863.....	90	115	205
1864.....	54	62	116
1865.....	33	65	98
1866.....	49	22	71
	860	894	1,754

The four first years named in this table appear to me very fairly to indicate the trade which gave employment to the registered tonnage of the United States when it was in its highest state of prosperity, unchecked by sea-rovers and by the greatly increased cost of ships caused by the heavy taxation of materials for their construction. It was not anticipated by our ship-owners that rebel corsairs would make such relentless war on peaceful commerce, as they could not fit or send out a single cruiser from their own ports, nor take to them a solitary prize for condemnation. After the meeting of the Paris convention, through which all the leading maritime nations of Europe declared against privateering, and agreed, so far as they were concerned, to set the example of abolishing it, as a practice unworthy of being longer upheld by civilized nations, it was not supposed that more sea-rovers, intended only for the destruction of private pro-

perty, could be constructed in and permitted to leave the ports of countries represented in that convention, for such a barbarous work. But after they got to sea, and their true character became unmistakably known by their fiery track, we were disappointed to find they received shelter and protection in such ports, and were allowed to repair and take in supplies preparatory to further depredations. Our foreign commerce therefore did not receive a decided check until the latter part of the year 1862. In the early part of that year American ships were to be seen in nearly all the commercial ports of the globe, performing their avocation of transporting the material of commerce from port to port. During that year 337 American ships arrived in the port of London, nearly one-half of which were in the employment of foreign merchants, bringing foreign cargoes to this port.

If we take the four years from 1859 to 1862, both inclusive, we shall see by the preceding table that 1,264 American ships arrived during this time in the port of London, averaging 316 per year. Their average tonnage was about 1,000 tons each. Of these 1,264 ships, 630 were from foreign ports with foreign cargoes, and were employed by foreigners, and 336 were from American ports, freighted mainly with the products of the United States.

These facts show that nearly 50 per cent. of all the American ships which came to London during the four years before the rebellion produced its disastrous effects on our commerce were in foreign employ.

If it be said the percentage of arrivals from foreign ports to the port of London exceeds that of similar arrivals into other ports in the United Kingdom because London is a large distributor of foreign products, and does not therefore afford any criterion by which an opinion may be formed as to the proportion of our registered tonnage in the foreign carrying trade, it must also be remembered that London is one of the principal ports to which the exports of the United States are sent, and is a distributing port for American, as well as for other foreign products. More American ships came directly to London from American ports than to any other port in Europe, except to Liverpool, yet nearly one-half of all that came were employed by foreigners in the foreign carrying trade. The effect of the rebellion on our tonnage in the foreign carrying trade was more plainly seen in the years 1863 and 1864.

During the year 1863, the entries from American ports were.....	90
From foreign ports.....	115

Total	205
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In 1864, from American ports.....	54
In 1864, from foreign ports.....	62

Total	116
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For the two years following the close of the war, it will be seen from the foregoing table that the falling off in the arrivals at this port was still greater.

During the year 1865 the number of arrivals from American ports was...	33
From foreign ports.....	65

Total	98
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In 1866, from American ports.....	49
In 1866, from foreign ports.....	22

Total	71
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We here see that during the year 1865 only 98 American ships arrived in this port, and in 1866 only 71.

But to ascertain the true relation of the shipping interests of the United States to the international carrying trade of the commercial world, the inquiry must be extended beyond the statistics of a single leading port to the entire field of international commerce. To understand this relation we must know, as nearly as can be ascertained, the number of tons of shipping belonging to each maritime nation usually employed in the international carrying trade, the amount of American tonnage generally engaged in such trade before the war, and the amount thus employed since its close; the tonnage required to carry on the usual export and import trade of the United States, that we may therefrom learn the amount left at liberty to go into foreign employ before and since the war, and how the rebellion and increased taxation have operated on this branch of our national industry. A precise answer to all these inquiries cannot be given, because there are no exact and recognized facts to work from; but results near enough to precision for the purpose in view can be reached.

The following is a statement of the tonnage of all maritime nations which have any claim to be so ranked. It has been gathered from official documents, and its general accuracy has been substantially confirmed from various sources of information.

Total tonnage of all maritime nations.

Countries.	Years.	Sailing vessels.		Steam vessels.		Total.		Average tonnage of the vessels of each nation.
		No.	Tons.	No.	Tons.	No.	Tons.	
Russia.....	1859	.....	.....	.....	.....	1,416	172,605	121
Sweden.....	1863	.....	.....	.....	.....	3,236	302,414	93
Norway.....	1864	.....	.....	.....	.....	5,678	634,910	111
Denm ^k & Schleswig.	1863	.....	.....	.....	.....	4,297	200,792	47
Prussia.....	1865	1,330	364,846	113	9,770	1,443	374,616	259
Oldenburg.....	1864	.....	.....	.....	.....	650	66,678	102
Hanover and Lubeck	1863	.....	.....	.....	.....	841	120,286	143
Hamburg.....	1864	.....	.....	.....	.....	530	238,140	449
Bremen.....	1864	288	187,652	10	19,148	298	206,800	694
Holland.....	1863	2,191	525,850	40	13,994	2,231	539,844	241
Belgium.....	1864	99	30,902	8	4,075	107	34,977	327
France.....	1864	14,820	900,635	364	97,884	15,184	998,519	65
Spain.....	1863	4,732	356,210	127	39,060	4,859	395,270	81
Austria.....	1864	3,223	289,983	63	24,065	3,286	314,048	95
Italy.....	1864	.....	.....	.....	.....	13,223	678,598	51
Greece.....	1863	4,451	262,381	1	150	4,452	262,531	59
Chili.....	1862	.....	.....	.....	.....	269	59,739	222
England.....	1866	*41,320	*7,322,604	†2,808	†1,270,240	41,320	7,322,604	180
United States.....	1866	.....	4,310,778	.....	.....	.....	4,310,778	.....
Estimate for countries not above named							220,000	.....
Total.....							17,434,149	.....

The Argentine Republic, Brazil, Hayti, Mecklenburg, Mexico, New Granada, Portugal, Venezuela, Turkey, and a few other independent powers, have a small amount of tonnage employed in international trade, but as I have not been able to gather from the representatives of these nations any statement of the actual amount owned by each, I have credited all countries not specified in the above table with 220,000 tons of shipping, which, I think, will more than cover whatever amount they may have in both foreign and domestic or coastwise trade. This gives a total of the entire tonnage of all nations, except the United States and Great Britain, 5,800,767 tons of shipping, sailing and steam, numbering 45,600 of all kinds, averaging about 127 tons each. It will be observed

* Sail and steam.

† United Kingdom.

that the vessels of Prussia, the Hanse Towns, Holland, Belgium, and Chili, the tonnage of which amounts to 1,454,116 tons, average 365 tons each. The tonnage of these vessels, with the position and trade of the countries to which they belong, indicate, without more specific information, that much the largest portion of it is employed in international trade. The remaining 4,246,251 tons average only 86 tons to each vessel, sailing and steam, which shows that they are much more extensively employed in the fishery and home trade, and probably in short trips to ports of neighboring nations, in a trade where large sea-going ships cannot be employed to advantage or profit. If this analysis be carried still further it will be seen that the vessels of France, Austria, Spain, Italy, Sweden, Denmark, and Greece united, amount to 3,152,172 tons, and average but 70 tons to each vessel. The small size of these vessels, and the want of maritime experience in most of the nations to which they belong, together with our general knowledge of their ocean commerce, bring us to the sure conclusion that not over one-third of this whole tonnage is employed in foreign commerce, and, no doubt, less than one-fourth of it in that ocean commerce which came in competition with our American freighting ships.

The whole tonnage of the United States at the beginning of the war in 1861 was 5,539,813 tons, of which 2,642,628 tons were registered and engaged in foreign trade. It will be noticed that at this time the tonnage of the United States was nearly as large as the entire tonnage of all maritime nations, except Great Britain, and that we had more tonnage engaged in the international carrying trade of the world than all of them united, exclusive of England.

The entire tonnage of the British empire in 1861 amounted to 5,895,369 tons. The number of vessels of all classes, sailing and steam, was 38,868, and averaged about 152 tons each. This average is more than twice as large as the average size of the vessels of France, Austria, Spain, Italy, Sweden, Denmark, and Greece united, indicating that a larger percentage of the whole amount is employed in the international carrying trade. We accordingly find that of this gross tonnage 3,179,683 tons, sailing and steam, were employed in foreign trade. Outside of the United States, Great Britain, France, and part of Germany, the amount of tonnage afloat has not varied much for several years. If we set down the tonnage of all maritime nations, except the United States and Great Britain, as given in the foregoing table, the tonnage of the world was, in 1861, distributed as follows :

	Tons.
Belonging to the United States.....	5, 539, 813
Belonging to Great Britain and dependencies	5, 895, 369
Belonging to all other nations.....	5, 800, 767
Total	17, 235, 949

Of which the United States owned nearly one-third, Great Britain over one-third, and all other maritime nations the remaining third. Of this entire tonnage of the world not over 8,000,000 tons were employed in the international carrying trade, and it was distributed nearly as follows :

	Tons.
The United States.....	2, 642, 683
Great Britain.....	3, 179, 628
All other nations, say.....	2, 177, 689
Total	8, 000, 000

Such was the sagacity and intelligence of our merchants, the capability and adventurous spirit of our mariners, and the taste and skill of our shipwrights, that in open competition with the old maritime nations of Europe, who had been for

centuries contending for ocean supremacy, they won for our young republic, not yet a century old, nearly one-third of the international ocean carrying trade of the civilized world.

The exports of the United States, at that time, gave employment to more ocean-going ships in the foreign carrying trade than the exports of any other nation, because so large a portion of them were made up of raw and bulky material, such as cotton, grain, rice, lumber, tobacco, flour, provisions, &c. Yet had all her export and import trade been done by her own ships she would have had a large surplus tonnage for an exclusively foreign trade, outside of her own territory and trade, because less than 50 per cent. of her registered tonnage could have done all her own foreign carrying trade. If trade had taken such a course, some 1,300,000 tons of American shipping would then have been left in a trade with which the United States have no connection otherwise than as a carrier. But a much larger amount than this was actually employed by foreigners outside of and remote from the United States, because more than 25 per cent. of the foreign trade with the United States was done by foreign vessels. The percentage of foreign tonnage in the export and import trade of the United States has been gradually increasing for some years past. Such is the natural result of the course of trade, and could hardly have been avoided under any fair and reciprocal system of trade with other nations. This employment of foreign vessels in the American international trade left a still larger percentage of her registered tonnage than that above named continually in foreign employment. An American ship coming to Europe takes an American cargo, or a cargo of deals from the British provinces to some port in Europe. Such ships, in a majority of cases, obtain charters for long voyages, such as to India, China, some port on the Pacific or elsewhere, and back to Europe. In this foreign trade American ships were often kept for years without once returning to the United States, because their owners found such employment for their vessels more profitable than confining them to the short Atlantic voyages between Europe and America, even if our foreign trade were sufficient to afford business for all our tonnage at the same rates of freight. It would be an interesting statistical fact could I state in this connection, with tolerable exactness, the amount of tonnage required to carry on the export and import trade of the United States; but, with the materials at my command here, I can only reach an approximation towards the exact quantity.

Suppose this trade to be confined entirely to American ships, those carrying cargoes to Europe could not all be employed in taking back return cargoes, because the bulk of our exports is much greater than that of our imports, and the space required to carry them proportionably greater; consequently many ships would have to return to America in ballast, or with only parts of cargoes. This fact alone was a strong inducement for many to go into foreign employment; besides, they generally found it paid better. The trade with the West Indies and the British North American provinces was better balanced, and vessels, though of a much smaller class than the European trader, usually found employment both ways. The same may be said of the small number of ships trading directly between American ports and India, China, South America, and ports on the Pacific ocean.

The average number of bales of cotton exported per annum for the five years from 1856 to 1860, both inclusive, was 2,966,515 bales. Freightings ships will average about three bales to the ton, measurement. It would, therefore, require 988,838 tons of shipping, making but one outward trip per annum, to bring to Europe the yearly cotton crop for the five years preceding the rebellion. As a ship can easily make over two and a half voyages per annum from our cotton ports to Europe, presuming that none of the crop was sent through northern ports, the cotton trade gave constant employment to 395,536 tons of shipping for outward cargoes, two-thirds of which was American.

The average number of hogsheads of tobacco exported per annum for the same period was 153,520 hogsheads. Tobacco hogsheads vary in size, but freighting ships will average at least $1\frac{1}{4}$ hogshead to the ton. To take out the annual export of tobacco then required 115,190 tons of shipping, or one outward trip for each ship per annum; but if kept in the tobacco trade, and they averaged only $2\frac{1}{2}$ voyages per annum, 46,076 tons of shipping would take out the tobacco exported in hogsheads, and 1,000 tons, the annual export, in bales and cases.

The average quantity of rice exported during the same period was 70,482 barrels and 61,280 tierces, and would require about 30,000 tons.

The average export of wheat for the same period was about 20,000,000 bushels per annum; of corn, about 10,000,000 bushels. A ship will carry about 60 bushels to the ton, and the export of wheat and corn required 500,000 tons of shipping. As these exports were sent principally through northern ports, ships made about three voyages per annum, and constantly employed about 167,000 tons of shipping.

The average number of barrels of flour exported during these five years was 3,740,000 barrels per annum. A ship will carry about 11 barrels to the ton. It would, therefore, require 340,000 tons of shipping to bring it out. Allowing but three voyages a year, the export of flour gave constant employment on the outward trip to 113,333 tons of shipping.

The export of corn-meal for the same period was 250,000 barrels, and gave outward freight to 7,600 tons of shipping.

The average exports of butter, cheese, hams, bacon, lard, tallow, candles, soap and fish, for the same time were 337,442,400 pounds, equal to 1,227,063 barrels of 275 pounds each, and gave employment to about 58,000 tons.

On this principle of calculation, which I think correct, the export trade of the United States gave constant employment on the outward voyages to about 1,200,00 tons of shipping as follows :

	Tons.
The export of cotton required	395,536
The export of tobacco required	47,076
The export of rice required	30,040
The export of wheat required	167,000
The export of flour required	113,333
The export of corn-meal	7,600
The export of butter, cheese, hams, bacon, lard, tallow, candles, soap, fish	58,000
The export of beef and pork required	32,000
The export of iron and steel, say	1,000
The export of lumber of all kinds required	50,000
The export of cotton goods, spirits, &c. ....	.....
The export of manufactures of wood	25,000
If to these statements in detail we add for the miscellaneous enumerated articles	273,415
	<hr/>
	1,200,000

I am quite sure we shall include all the tonnage required to carry on the export and import trade of the United States.

This calculation gives us for *our* foreign trade alone about one-seventh part of the entire tonnage of the world engaged in international trade. When we consider the vast population throughout the civilized world, which gives employment to the other six-sevenths, we see that the United States employ in their own foreign trade, export and import, greatly more tonnage than any other people employ in the export of their own indigenous products, and the imports required for their own consumption. England employs more tonnage in her import and export trade than the United States, but she is a distributing nation,

and besides goods of various kinds from the continent, she brings the products of India and China here to be resold to other nations, and vast quantities of raw material from other countries, to be here manufactured into goods and distributed the world over.

In the above estimates I have endeavored to give as near an approximation to the actual amount of tonnage employed in the export and import trade of the United States as my sources of information here will permit. To reach tolerable accuracy, full details of the trade to South America round Cape Horn and the Cape of Good Hope, and to Central America, the West Indies, and the British North American provinces, are necessary. On account of the frequency of these short voyages a more close calculation would reduce the amount of tonnage required to conduct our foreign trade. But as the amount of tonnage which arrived from foreign countries during these five years was about 30 per cent. foreign, we may safely assume that 25 per cent. of our export and import trade was done under foreign flags. We must therefore deduct 25 per cent. from the amount estimated to be employed in our export and import trade; which being done, would give 900,000 tons as the amount of American tonnage employed in such trade.

To be on the safe side we will call the amount of registered American tonnage constantly employed in our export and import trade, in round numbers, 1,000,000 tons. As our registered tonnage in 1861 was 2,642,628 tons, 1,642,628 tons, or more than 63 per cent. of this class of our tonnage, was in foreign employ, carrying cargoes from foreign ports to foreign ports for foreigners, to be used by foreigners, and in which Americans had no direct interest, but to receive in cash their freight money to be sent home and added to the productive industry of the country. In this foreign carrying trade for some years preceding the rebellion, American ships were generally preferred as freighters to the ships of all other nations, and we probably at that time had more tonnage in an exclusively external trade than even Great Britain, then our only commercial rival.

This large and splendid mercantile marine, the recent creation of our young republic, was of truly national influence and importance. It traversed every sea, and carried our flag and nationality, our freedom and enterprise, our skill and energy as merchants, as citizens and seamen, to all climes and nations, and gave us a name and prestige among the nations of the earth, a position in the world of commerce, which no other nation ever before so rapidly acquired. While it aided so largely in winning for us a name and standing among all civilized states, it helped enrich the nation and gave us that mercantile experience and knowledge of the trade and productions of foreign lands, which practical business intercourse with them alone could give. This great branch of our national industry is in both a political and economic sense the commerce of the whole nation, and as such should receive the watchful care and guardianship of all sections of the republic, the west as well as the east, the south as well as the north. Though of necessity its home is on the sea, its resting places the harbors of the sea, and it cannot always be observed by those not dwelling on its coasts and around its harbors, yet its influence and benefits are continually with them and extend over all. It is constantly receiving the products of the west and south, conveying them to the great marts of commerce across the ocean, as if ships were but winged freight cars with the ocean for a railroad, taking up the products of the whole country from the places where railroads, canal-boats, coasting vessels, or other modes of conveyance place them, and transporting them wherever the best returns can be obtained. Though, from its character, its ownership is mainly limited to the seacoast, it breaks over all local barriers and becomes national by the strength and high standing it has aided in giving the American name in all civilized countries; by the freedom it gives us from utter dependence on other nations for means of transportation, and its absolute necessity as the main foundation on which our naval skill and strength must depend,

a skill and strength which have added so largely to our national responsibility and renown.

Such was the condition and importance of American commerce when rebel corsairs, which should have been outlawed by all maritime states, instead of being protected by some of the most powerful, were let loose, and began their work of devastation upon it. Although some ports of shelter from capture and for repairs and supplies were opened to them, and what plunder they took from the ships they left burning on the ocean, no port within the pale of civilization could receive their captures. All prize courts were closed against them, and they were driven to lie in wait for their prey midst the solitudes of the sea, where they gave to the flames the vessels and the cargoes they could not protect.

Now, after four years of spoliation by plunder and fire, and two years of the healing influences of peace have tried their restoratives, what is the condition and prospects of this great national interest?—an interest which was fostered with so much care through all the years of its infancy and growth towards maturity, and was regarded with so much pride in the strength and vigor it had attained, and with so much hope in the still greater future it was expected to reach. A few figures will answer but too plainly the inquiry as to its condition. The remedies for its present discouraging state, and to give it a cheerful and confident prospect in the future, will require more careful investigation and the serious and earnest attention of both government and our merchant ship owners. It has already been stated that when the rebellion broke out in 1861, the entire tonnage of the United States, coasting and registered, was 5,539,813 tons; that of this amount 2,642,628 tons were registered and employed in foreign trade, and much the largest part of it by foreigners, to carry foreign cargoes from foreign ports to foreign ports, for the use of foreigners.

At the close of the rebellion in 1865, although our coasting tonnage had considerably increased and was greater than ever before, our registered tonnage had fallen from 2,642,628 tons to 1,602,528 tons, being a loss during the four years of war of 1,042,582 tons, about 40 per cent. of our foreign commerce.

During the same four years the total tonnage of the British empire, including the channel islands, the British North American possessions, and the British plantations, increased from 5,895,369 tons to 7,322,604 tons, the increase being almost entirely that engaged in foreign trade. At the close of the year 1865, the people living under the British government had about 4,500,000 tons of shipping, sailing, and steam engaged in foreign trade, while, at the same date, the American tonnage engaged in foreign trade had fallen to 1,642,628 tons, and this disproportion continues quite as large to this date. As to the cause of this great reduction of American and the increase of British registered tonnage, there can be no room for question or doubt.

Conceding to the rebels the belligerent rights of the sea when they had not a solitary warship afloat, in dock, or in the process of construction, and when they had no power to protect or dispose of prizes, made their sea rovers, when they appeared, the instruments of terror and destruction to our commerce. From the appearance of the first corsair in pursuit of their ships, American merchants had to pay not only the marine but the war risk also on their ships. After the burning of one or two ships with their neutral cargoes, the ship-owner had to pay the war risk on the cargo his ship had on freight as well as on the ship. Even then, for safety, the preference was, as a matter of course, always given to neutral vessels, and American ships could rarely find employment on these hard terms as long as there were good neutral ships in the freight markets. Under such circumstances there was no course left for our merchant ship-owners but to take such profitless business as was occasionally offered them, let their ships lie idle at their moorings or in dock, with large expense and deterioration constantly going on, to sell them outright, when they could do so without ruinous sacrifice, or put them under foreign flags for protection.

Many were destroyed by rebel sea rovers, many sold to foreigners, and, when sales could no longer be effected, even at great sacrifice, as a last resort for security, many were no doubt put under foreign flags.

This process of diminution went on until, at the close of the war, we found our registered tonnage reduced to the amount above stated, and, in comparison with former years, but few American ships in the foreign carrying trade, the export and import carrying trade of our own country fast passing into the hands and under the control of foreigners, and a heavy tax on all the materials which go into the construction of ships and on the income derived therefrom. This tax is now so heavy as to prevent American merchants from putting a ship afloat and running her as cheaply as the nations we have to compete against for a portion of the foreign carrying trade.

This is not a home competition like that in our coasting trade, from which all foreign competition is shut out, excluded by our navigation laws, but when our ships go out on the great highway of nations and seek business in the foreign carrying trade they have all maritime powers for rivals. They must go out on these international highways of commerce to win success by superiority of model and construction, by skilful seamanship and economical sailing, by the business capacity which controls all their movements, and by the limited amount of capital invested in them.

Without careful attention to this last point we can never expect to win back our old position as a maritime power. If we cannot continue to put ships afloat without investing a much larger capital in them than our competitors do in theirs, and if we cannot sail them as cheaply and deliver cargoes in as good condition as they do, we must in time retire from the contest and leave foreign seas and the international carrying trade to our rivals. Capitalists will not go into such investments and carry on such a one-sided contest at a sacrifice from mere national pride when so many more profitable opportunities for investment are open to them. If a foreign ship, which costs but \$50,000, can do the same work and earn as much money as an American ship can, which costs from \$75,000 to \$100,000, it is clear that American capital will turn to other branches of trade where larger returns can be secured.

Our foreign commerce stands on a different footing from either of our other industrial interests, and requires a different mode of treatment if we intend to sustain it. Taxation on importations is necessary for revenue and to encourage and strengthen the growth of some of our industries by limiting foreign competition in our home markets, but it seriously cripples and may fatally wound an interest, the position and value of which cannot be determined by ourselves. As long as our ports are wisely kept open to the reception of cargoes from foreign ships, as long as the freedom of the seas is maintained and we send our ships out thereon to seek business in its harbors and commercial ports, we must go into the freight markets of the world as nearly on an equality with all maritime powers as possible. In those markets the true practical value of American ships must be determined, whatever nominal or fictitious value our legislation may attempt to force upon it within our own limits. This legislation can give a high comparative value to our coasting tonnage, because of that we have and can hold the monopoly and admit no foreign competition. But when we go beyond the reach of the local laws which secured this monopoly—and all maritime nations practically secure to themselves this home trade in some way—the true value of such out-going ships is, in reality, controlled by the contestants for the prizes of commerce, and not by ourselves. If by means of excessive taxation we place a cost value on American tonnage so far above that of our competitors, and continue the use of perishable materials instead of iron in its construction, we, by our own voluntary action, will in time exclude ourselves from this most desirable and honorable international competition, acknowledge ourselves unequal to the contest, disperse our keels, call home our flag, and cir-

cumscribe that commerce, which but so recently led all rivals in the race of the seas, to the comparatively narrow limits of our own coasts, rivers, and lakes.

We have not only to carry on a struggle to hold our present diminished interest in the foreign international carrying trade, but to recover what we lost during the rebellion of our own export and import freighting business. But while the rebellion was the direct and sole cause of our present restricted commercial position, it is well that we should now understand and keep in mind the fact that there were causes at work which lay further back, imperceptible to many, yet surely at work, before southern discontent had ripened into rebellion, and which, even now, are more seriously felt than is supposed, and which will in time, if we do not prepare to meet them, have a more enduring effect on our mercantile marine than even the piratical cruisers which the rebellion brought forth.

These causes are—

1. The commercial intelligence, sagacity, and enterprise of the merchants and ship-builders of this country, urged on to energetic action by a still more imperious necessity for maintaining their old leading position on the sea than can possibly be applicable to our present position.

2. The application of *iron* to the construction of the hulls of ships of all kinds.

3. To the use of steam vessels in the freight as well as the passenger trade, and their general substitution for sailing vessels in some important branches of maritime trade.

The first two of these causes we have hardly recognized, and the last we have greatly neglected. For some time after the repeal of the English navigation laws, say from 1850 to 1860, American ships, for the general carrying trade, were preferred to the ships of any other nation. Owing to the great beauty of their models, their perfect construction, the rapidity with which they made their passages, and the good order in which cargoes were delivered from them, they were preferred for freight or charter, even by English merchants, to any other ships. This was a startling and rather a mortifying fact to a people having so few internal natural resources of their own to rely on, and who have been so largely dependent on the commerce of the seas for their power and wealth. England had long been the ruling maritime power, and had won her greatness and strength by being the merchant, carrier and banker, as she still is, for a large portion of the civilized world. Comprehending her position, she clearly foresaw the absolute necessity of great, prompt, and persevering efforts to recover and maintain her maritime prestige, or she might almost calculate the time when her lead on the ocean would pass permanently to other hands. She therefore went into a more close and thorough investigation, practical and theoretical, of the whole question of her commercial future, and without delay set about the application of such remedies as the nature of the case seemed to require. She made no serious attempt to revive restrictions on foreign commerce, but sought to obtain advantages for her own by great improvements in the models and construction of her ships, by removing, as far as was practicable, all restrictions against it, and by giving it all the encouragement which favorable legislation can afford. The whole nation watched its commercial marine with care and anxiety, for it contained the ark of their safety, and the government performed its duty of guardian and protector with more vigilance perhaps than ever before. The government board of trade, the local boards, parliamentary committees, intelligent merchants, ship-builders, engineers, and men of commercial knowledge, all contributed their quotas of investigation and thought to unfolding its deficiencies and remedies, while the representatives of the government in foreign countries explained the resources of the countries to which they were accredited and how English trade could be expanded therein. Though all taxation of materials which go into the construction of ships of any kind has been removed, and every facility for sailing them with economy has

been given, "light dues," and some two or three other small burdens, claimed as the right of an ancient "guild," the "Trinity House," have not yet been wholly removed. The "merchants' shipping act" was framed with great care and has been amended, as experience has proved the expediency of change, until it combines intelligent mercantile experience with legislative wisdom. While all interested in vessels and freights are well guarded by it, seamen also receive from it the best protection that law and its faithful administration can afford. The government, merchants, capitalists and citizens have acted in harmony, and by the aid of government subsidies and postal arrangements established lines of first-class steamships to the commercial centres of all important commercial countries. An enlargement of trade and commerce with England has invariably followed the establishment of these lines, to which I may refer more fully hereafter. After securing the most favorable legislation possible for the shipping interest and the extension of trade, British merchants and capitalists did not cease their exertions to draw to themselves and their country as large a portion of the trade of all other countries as they could control or influence by great sagacity, enterprise, and liberal outlays of capital in foreign countries.

To accomplish so great a good for their country, but mainly to add to their individual profits, mercantile houses and branches of such firms, banking houses, local steamboat lines, canals, railroads, factories for various purposes, mining and other enterprises, have been established on both continents, at various points; in fact, in whatever part of the world a favorable opening for trade and commerce is discovered, there we find British energy and British capital, generally seeking to turn as much of that trade and commerce into British channels as possible. Very frequently, where the British colonies are made the theatre of these enterprises, they are carried on under the encouragement and protection and with the pecuniary aid of the government. The interest which the home government has taken and is now taking in the railways of India is a good illustration of this fact. The cotton manufactures of this country are so vitally important to it, that the necessity of not being entirely or chiefly dependent on a single source of supply was readily seen. The East India possessions of this country contain an abundance of soil and people well adapted to the culture of cotton, but the most of such land lies at a distance from shipping ports or navigable waters, and could only be made available, to any great extent, for cotton culture, by railroads. To reach these lands and insure a more abundant supply of cotton from them, by the old mode of transportation by mules, the home government took up the question of India railroads, projected several extensive lines, and guaranteed to the share-holders in them the prompt payment of a fixed rate of interest on their investments in such roads. Under this plan of government protection and guarantee of interest, 3,637 miles of railroad are already open and doing business, and 2,005 miles more are in process of construction under this government guarantee, making 5,642 miles of railroad which are now nearly completed by English investments under government guarantee, mainly for opening up the cotton lands of India. The amount already expended on these roads has reached near £70,000,000 sterling, or \$338,800,000. The entire cost of the 5,642 miles, when completed, will be about £90,000,000 sterling, or \$435,000,000.

All this foresight and commercial enterprise is commendable in the highest degree, and we have only ourselves to complain of if we do not meet them in a friendly and generous competition, with equal sagacity and greater energy and industry, to make up for the want of equal capital. An expansion of trade with England has almost, or quite, invariably followed, to a greater or less extent, the establishment of such lines of steamers, railroads, mercantile and banking houses, and other English enterprises in foreign countries. To such a policy is due, to some extent, the expansion of British exports, until for the year 1866, the last officially reported, they reach the unprecedented amount of £238,806,900, or \$1,153,825,396. Of this amount £188,827,785, or \$913,926,189, were the pro-

ducts and manufactures of the United Kingdom, and £49,979,115, or \$240,898,916, foreign and colonial merchandise. The exports of Great Britain have more than doubled within the last ten years, and consisted almost entirely of manufactured articles, a very small amount being products indigenous to this country. There is but little raw material of any kind exported from this country, except coals, fish, unwrought copper, tin, and a little chalk. The value of the export of these articles in their raw state is very small. The products of agriculture are all wanted and are consumed here. Besides exchanging and distributing the products of various countries for a large portion of the commercial world, the chief business and source of the wealth of this country is to manufacture for the consumption of other countries, and of course it is of the utmost importance to her that her manufactures be admitted into foreign countries with the least possible restriction, and that she hold the control of those markets as long as possible. Her commerce is the companion, and to an extent the servant of her manufactures. They have grown to their present strength and progress hand in hand together, supporting and sustaining each other. We have seen how her tonnage has increased within the past five or six years, and that the unusual increase was due mainly to the rebellion of the southern States, during which a large amount of American tonnage passed under her flag. Her exports have more than doubled within the last twelve years, and the British and foreign tonnage which entered and cleared at her ports in the year 1866 was 31,262,450 tons, 21,255,726 tons of which was British, and in all, the entrances and clearances were about one-third greater than for the year 1856.

Practical men of thought and observation foresaw the position which iron and steam must occupy in the commerce of the future, and to the development of these questions into practical realities they gave the most careful attention. An experience of some years has now not only fully tested the value of iron as a material for the construction of the hulls of ships, but has proved its absolute superiority in nearly all respects for such purposes over all other substances. It is also used in sparring and rigging vessels, and except the running rigging, the sails and wood-work about the deck, for cabins, &c., the ship is almost entirely metallic. The average age of wooden ships is short in comparison with iron, and during their existence more or less annual expenditures are always necessary to keep them in order, and these expenditures are often very heavy. After a few years most wooden ships can be insured only as second-class, and when they go into the second class cannot always command first-class business. Then they go to the third class at a still higher rate of insurance, and in most cases a less remunerative business, then beyond the reach of insurance, and soon disappear from the records of shipping. A new iron ship can now be bought in this country, in complete order, ready for sea, with stores aboard for a long voyage, for about £15 10s. or \$75 20 per ton, not much over the price in gold of wooden ships in the United States at this time. Although iron ships have been running over 25 years, their durability has not yet been tested for want of time. If well constructed, and properly taken care of, there is no reasonable doubt but that they can be kept good for fifty years, and perhaps for double this length of time. When new, if good, they go into the first class for 14 years, and if materials and workmanship prove good, and they are kept in good condition, can be continued in that class for an indefinite time. It is said that all parts of them, both above and below water, can be kept entirely free from corrosion, and their bottoms from becoming foul from barnacles and seaweed, by the use of a newly-discovered composition, applied to them like paint with a brush. This preparation was applied to the bottoms of several ships bound on a long voyage, for the purpose of thoroughly testing it, and with such satisfactory results that it is fast coming into use.

The cost of keeping a well-constructed iron ship in repair is far less than that required for one of wood; in fact it is so small as to become insignificant in

comparison. For the India trade and general business, iron ships are here preferred to all others; but for the China trade, where they do not lie in fresh water, composite ships—that is, ships with iron frames, covered with wood planking, generally teak—are, at present, from a prejudice in their favor, generally most sought after. The simple fact that nearly all the steam and sailing vessels of any considerable magnitude now built in this country are constructed of iron proves the preference given to iron over wood for ship-building purposes. This remark applies not only to large sea-going vessels, but in some degree to those of every class, such as river steamers, colliers, lighters, and barges. So general is now the use of iron for the construction of all classes of sea-going ships, that the building of a wooden vessel over 300 tons, out of Aberdeen and Dundee, Scotland, has come to be an exception to a general rule. Iron and composite, principally iron vessels, are preferred for any kind of trade. Such are the conclusions to which men of experience in this country have come, and in these conclusions all the parties interested seem to concur, and to work harmoniously and energetically to maintain and strengthen the present maritime position of their country.

The following figures show how many sailing and steam vessels were built in the British empire during the year 1866; how many of them were of wood, how many of iron, and how many of “composite,” and the average tonnage of each class:

Sailing vessels built in the British Empire during the year 1866.

Sailing vessels built in—	No. of vessels.	Tonnage.	Average each
ENGLAND AND WALES.			
Of wood	690	87,209	126
Of iron	69	43,880	636
Of composite	23	11,218	488
SCOTLAND.			
Of wood	116	24,524	211
Of iron	31	21,679	700
Of composite	19	14,881	783
IRELAND.			
Of wood	9	309	34
Of iron	12	3,963	330
BRITISH POSSESSIONS.			
Of wood	984	176,215	279

It seems that no iron sailing vessels were built out of the United Kingdom and nearly all the wooden ones were built in British North America. It will be noticed that the number of vessels constructed of wood was large, but that the vessels themselves were very small, averaging in England only 126 tons each; in Scotland 211 tons each. These wood vessels were mostly for the coasting and fishing business and for special service. With hardly an exception, all the large sea-going ships were built of iron.

Steamers built in the British Empire during the year 1866.

Steamers built in—	No. of vessels.	Tonnage.	Average each
ENGLAND AND WALES.			
Of wood	46	1,564	34
Of iron	213	97,861	449
SCOTLAND.			
Of wood	4	1,463	366
Of iron	143	64,707	452
IRELAND.			
Of iron	10	3,794	397

Whole number, 421. Total tonnage, 169,389.

Perhaps there is no one feature in the whole history of British trade and commerce that is of more interest to the present generation of Americans, or one that they should observe with more care, than the growth and present condition of British steam navigation. While this branch of industry has in America remained almost stationary for the last ten years, it has, within the same space of time, risen to an influence and power in this country that was hardly anticipated by the most far-seeing and sanguine of its advocates. I need but advert to the speed, safety, and regularity as to time, with which long and short ocean passages are now made.

All this is well understood by people of ordinary intelligence. The screw propeller, which 10 years ago it was said never could be made applicable, for want of sufficient speed, to mail and passenger boats, has now come to be the favorite mode of propulsion for sea-going steamers. The quickest passage yet made across the Atlantic has been made by a screw steamer. They are at least equally safe, burn less coal, their machinery occupies less space, leaving more room for freight, and they are run with more economy than paddle-wheel steamers. All the steamers in the Inman line between Liverpool and New York are screws; and all the new steamers put on the Cunard line since the Scotia commenced running are screw steamers. Steam navigation has already not only effected an entire change in the carrying of passengers of all classes, and is absorbing the transport of all the light and valuable goods, but has begun rather seriously to contend with sailing vessels, in certain lines of trade, for the carrying of raw materials and heavy and bulky articles of commerce. To America steamers now take nearly all the emigrant passengers, all the dry, light, and valuable goods sent there, and occasionally railroad and other descriptions of iron, and a similar class of goods, as cheaply as they can be carried by sailing vessels. If they depended entirely on the freight of this latter class of goods for their profits, they could not compete with sailing vessels; but with cabin and steerage passengers, and the large amount of quite regular, valuable, and well-paying freight, constantly going forward, they can well afford to fill up with heavy freight at moderate rates.

The application of steam to navigation has already reached such a point in its onward progress, that if all steamers were constructed on the best plans now known, except for long voyages, on which they cannot now be used profitably as freighters, it would not take one-fourth the tonnage of steam vessels that it now takes to do the same work with sailing vessels. Even if freight and passage were somewhat higher, they would be willingly paid to secure so much

greater despatch, safety, and lower rates of insurance. But great and astonishing as has been the advancement in the mode of applying steam as a propelling power to vessels, it has by no means completed its destined course, and become satisfied to rest on past achievements, and to glory only in what has been accomplished. The wants and demands of this age of intelligence and commercial enterprise still call loudly for greater perfection, and thousands of inventive brains on both continents are active in working out new means of gaining speed and space, with less expense than by the modes now used. If the very encouraging experiments now being made under government direction, both in America and England, to generate steam by means of petroleum and coal oils, prove a complete success, as we have reason to hope they may, a new and most important era in steam navigation will have been reached. By the great saving such a success will make in the space required for coals, the ship will be enabled to carry fuel for the longest voyages, and have a large portion of her carrying space left for freight, and also be enabled to run with much less cost than with coals. But whatever may be the conclusion of the petroleum experiments now in progress, we may confidently look forward to a time when greater results than are now expected to be reached through petroleum and coal oils will be fully realized through some satisfactory means. America has justly gained a name for being among the foremost in all useful improvements and great enterprises, and it will be a check to her maritime prosperity and a stain on her commercial fame if she be not a more active participant in the progress which she has helped to make, and which is now going forward at such a rapid pace in ocean navigation. What she has heretofore accomplished without any direct government aid, she can easily do again, and recover her old ascendent position, if only the same freedom and encouragement are given the navigating interest in the United States that are now so readily given this interest in other leading maritime countries.

To show the change which steam has already effected in the maritime commerce of Great Britain, let a moment's attention be directed to the following statement of facts in reference to its amount and the mode of using it. As previously stated, the whole amount of tonnage, sailing and steam, which arrived at ports in the United Kingdom from foreign ports, and which cleared for foreign ports, that is, such entrances and clearances united, amounted, in the year 1866, to 31,262,450 tons. Of this amount 10,761,413 tons net were steam tonnage. If the gross tonnage were given instead of net, that is, if the space allowed for the machinery had been measured, it would have added about one-third to the amount, and made it about 16,000,000 tons. If we compare this amount of steam tonnage which entered from and cleared to foreign ports with the whole tonnage, sailing and steam, which entered and cleared at ports in the United States, it will enable us to obtain a clearer idea of its magnitude, and the extent to which steam communication between this country and all parts of the world is now carried on.

The coastwise entrances and clearances of steam tonnage are not contained in any official papers known to me, but so far as I have been able to form an opinion from the most reliable information I can obtain, I judge that full one-half the tonnage which enters and clears coastwise in the United Kingdom is steam tonnage, and yet the tonnage now forms only about one-fifth part the tonnage of the United Kingdom. The gross steam tonnage, exclusive of the British possessions in North America, and the East and West Indies, was, on June 1, 1867, 1,270,240 tons. Deducting the space occupied by the machinery and boilers, the carrying space, or net tonnage, was 869,502 tons.

The number of steamers belonging to the United Kingdom at that time was 2,808; the number of steamers built of iron was 1,896; of wood, 877; of steel, 28; of iron and steel, 4; of composite, 3; total, 2,808. The number propelled by paddle wheels is 1,564; by screws, 1,244; total, 2,808.

Ports to which they belong :

London, 721; Liverpool, 424; Shields, 145; Newcastle, 139; Sunderland, 106; Hull, 104; various other ports, 514; total, 2,153.

Glasgow, 267; Leith, 71; Greenock, 29; Dundee, 24; other ports, 75; total, 466.

Dublin, 58; Waterford, 44; Cork, 39; Belfast, 16; other ports, 32; total, 189; total number, 2,808.

If we add to this the number and tonnage of steamers belonging to British North America, her East and West India possessions, and the Channel islands, we shall make the number about 3,200, and swell the gross tonnage to about 1,400,000. Some of these steamers are tug-boats, some river-boats, some colliers, and a large number form numerous lines, carrying passengers and freight coastwise, from port to port, almost encircling these islands with lines of steamers, and in some instances, as might be expected, several lines run over the same ground. But the largest, most carefully built, and best appointed of this great fleet of steamers, form many well-established lines, and run from this country to most of the leading commercial ports throughout the globe. It has long been the policy of this country to connect herself by lines of steamers and postal arrangements with all parts of the world wherever she sees a prospect of drawing trade and profits to herself. To show in detail precisely what has been accomplished in this direction I have collected from reliable sources a list of all the lines of steamers running from this to foreign countries.

LINES OF STEAMERS RUNNING FROM ENGLAND AND SCOTLAND TO FOREIGN COUNTRIES.

From London to Algoa bay and Cape Town; Alexandria and Malta; Alicante, Valencia, Barcelona, &c.; Amsterdam; Antwerp; Australia; Bilbao; Bologne and Calais; Bordeaux; Buenos Ayres; Brussels; Caen; Calais; the Canaries and Algiers; Charante; Christiana; Constantinople and Odessa; Constantinople and Galatz; Corfu, Patras, and Venice; Dantzig; Dieppe; Dunkirk, 2 lines; Galatz; Genoa, Leghorn, &c., 3 lines; Ghent; Gibraltar and Cadiz; Gottenburg, 2 lines; Hamburg; Harlingen; Henbury; Havre; Konigsburg, 3 lines; Lisbon; Lisbon and Marseilles, second line; Medemblik; New York; Nieudeip; Oporto; Ostend, Toulon, &c.; Rotterdam, 2 lines; Santander; St. Petersburg, 3 lines; Stettin; Stockholm; Taumung; Vigo—58 lines.

From Liverpool to Africa; Alexandria, Malta, &c., 4 lines; Bahia, Montevideo, &c.; Bahia, Rio, &c.; Barbadoes, &c.; Bordeaux; Bayonne; Constantinople, Odessa, &c., 2 lines; Corunna, &c., 2 lines; Genoa, Leghorn, &c., 2 lines; Hamburg; Havre; Lisbon; Mauritius, Penang, and China; New York, Cunard line; New York, Inman line; New York, Guian's line; New York, International line; New Orleans, 2 lines; Oporto, 2 lines; Portland and Quebec; Pernambuco; Rotterdam; Rouen; Santander; Smyrna; St Nazaire; Valparaiso; Vigo; Montevideo, 2 lines—38 lines.

From Hull to Amsterdam; Antwerp, 2 lines; Bergen; Bordeaux; Christiania; Copenhagen and Konigsburg, 2 lines; Cronstadt and St. Petersburg, 7 lines; Dantzig; Dunkirk; Gottenburg; Hamburg, 3 lines; Harlingen; Geestemunde; Havre; Lubeck and Rostock; Riga; Rotterdam, 2 lines; Stettin, 2 lines; Stockholm—31 lines.

From Hartlepool to Antwerp, Cronstadt, Gottenburg, Hamburg—4 lines.

From Belfast to Cadiz—1 line.

From Dover to Calais, Ostend—2 lines.

From Edinburg (Leith) to Hamburg, Havre—2 lines.

From Folkestone to Boulogne—1 line.

From Southampton to West Indies, &c.; Cape Town, &c.; East Indies, China, &c.; Havre, Carentan—5 lines.

From Grimsby to Antwerp, Dieppe, Hamburg, Rotterdam—4 lines.

From Glasgow to Bordeaux; Cadiz; Havre; Lisbon, &c.; New York; Trieste and Venice; Malta, Alexandria, &c.—7 lines.

From Sunderland to Hambro—1 line.

From Goale to Hamburg; Antwerp; Rotterdam—3 lines.

From Harwick to Antwerp; Rotterdam—2 lines.

From New Haven to Dieppe—1 line.

From New Castle to Hamburg; Antwerp; Rotterdam—3 lines.

From Poole to Cherbourg—1 line.

Here are 164 lines running from this to foreign countries, requiring an immense fleet of steamers, and a great number of them of large size, and in all respects of the first class. The Cunard company have *twenty-four* such steamers on their New York lines, and the Inman lines, running to the same port, have *sixteen*. I have not ascertained the number on the South American and West India lines, the India, China, and Mediterranean lines, but they are numerous, large, and well appointed. On some of the continental lines a boat departs and arrives daily; on others all the way from daily to weekly. On the "Guian" and "International" lines good steamers run weekly to New York and back. In addition to the lines of steamers mentioned in the foregoing list, many boats are sent to distant stations and are run on local routes in connection with the main lines from this country.

The influence of these numerous lines of steamships starting out from this common centre to all points of the compass, and running from the short trips across the English channel to the most distant voyages through all known seas, several of them mail lines and helped on by government subsidies, on the trade and commerce of this country can easily be understood. They are directly and intimately connected with its industry, and, no doubt, constitute an important part of the system of sustaining it.

France, seeing what the commerce of the seas has done for England, has also become ambitious for a more widely extended mercantile marine. To give greater encouragement to build it up, in the year 1866 she removed custom duties from all materials necessary to the construction of ships, and gave liberty to her citizens to purchase foreign-built vessels. Her line of steamers to America, and her lines on the Mediterranean, have proved very successful, and there is every indication that she means to make a strong effort to secure for herself a larger interest in steam navigation and international commerce than she has heretofore enjoyed.

In the year 1858 there were eight (8) American steamers running to Europe, with an aggregate of 20,798 tons, and an average of 2,600 tons each, good-sized steamers for that day, with a fair prospect that America would at least hold her own in ocean steam navigation. On our present position it would serve no good purpose to comment. It is already but too well known and *felt* by all intelligent Americans, but more especially by the hosts of American travellers in Europe, who, when bending their steps homeward, seek in vain, and with no little mortification, through all the ports of Europe for an American deck on which they can stand and feel at home, and an American flag under which they can realize that the strong arm of their country is still stretched over the waters, giving a stronger feeling of nationality as well as of protection and security.

The commerce of a nation may be enlarged, diminished, or kept in a stationary condition from various causes. Venice once had the greatest maritime commerce of any city in Europe; but the growth of other commercial states changed her position as a maritime state, and consequently the great currents of trade took other directions, which, with the want of sufficient energy in her people to adapt themselves as far as practicable to the change which was going on around her, or make a great effort to hold what they had won, soon left her but little better than a landmark in the history of commerce by which to trace its upward

progress. Spain and Portugal, too, were once leading commercial nations, and were among the foremost in the maritime enterprises of former years; but institutions and a national policy uncongenial with thriving industry, and the more rapid rise of great industrial states, soon forced them to the rear of nearly all commercial powers. Holland, two and a half centuries ago, had more tonnage than all other European states united, but her political position, small territory and population; her want of a great and powerful government to give it encouragement, expansion and protection; the absence of extensive manufactures and large exports to give it support; and the more rapid growth of rival commercial states with organized industries, and under more favorable circumstances, have kept the tonnage of that remarkably industrious and enterprising people back, so that it now forms only 3 or 4 per cent. of the mercantile tonnage afloat.

England has risen to be the greatest maritime and commercial state of ancient or modern times. She has not won this position by her locality alone, or by her natural resources, but she has *created* it by the steady and enlightened attention of all branches of her government at home and abroad, for two or three centuries, to the subject of trade and commerce, aided and urged on to action by an intelligent and enterprising people, who seem to take naturally to trade and all commercial pursuits, especially to ocean navigation. Next to the United States this country up to the present time has certainly afforded the highest living example of the fact that the best and greatest resources of nations are in the character of their people and government. A prosperity thus created may seem forced and artificial, because mainly wrought out by operating on materials outside of herself, and with the exception of coal and iron, not of her own native production, and therefore liable to partially cease and to no little extent terminate at any decided change in the great currents of trade, in important discoveries and that readjustment of the world's industry which great eras in the world's progress sometimes bring forth. But as long as the English race maintains its present vigor and its native soil, the world will need its capital and bold enterprise, and give to both room for action and merited reward.

It is true there is not the same necessity for the American people to seek their prosperity, wealth, and power from outside external commerce, that there is for the people of Great Britain. They could not maintain their position in the front rank of European States if reduced to a second place in the commerce of the seas and the markets of the world, and were obliged to lean on the internal resources which their own confined territory affords. The United States possess within their own limits immeasurably greater sources of wealth, and all the productions necessary for every branch of trade and international commerce, than any other portion of territory on the globe under one government. These resources are so vast that scores of years, and perhaps centuries must run out, before they can be well and fully developed. In carrying on the great internal enterprises continually necessary for the development of American resources, great energy, business capacity, and intelligence are indispensable, and large amounts of capital and labor are constantly required. All minds are not therefore so exclusively directed to the study of external trade and commerce, as of *necessity* they are in this country. A hundred-fold more attention and capital are now given to opening up the wealth and providing for the internal trade of America, than to maintaining and strengthening our maritime commerce and international trade. While all this is necessary and of the soundest policy, yet the shipping interests should not be overlooked, nor in any particular important to its support and full success be neglected; but it should, as of old, be watched over and sustained as the worthy handmaid and partner of our agriculture and manufactures.

It is of great national importance, as well as of direct interest to all having a personal concern in agriculture and commerce, that the products of our soil should have the cheapest possible transit to the best foreign markets. In con-

nection with, and to aid in giving employment to our international commerce give greater stability to our currency, provide foreign exchange to aid the producers of the country, especially of the west, and add to the agricultural products of the country, it seems but just to all interests that, under government encouragement and direction, some ample, cheap, and reliable transit for the products of agriculture to good shipping ports on the Atlantic should be provided. A large portion, often over one-half, of the value of grains and even meats, from distant agricultural districts, are consumed in the expense of carriage from the farm to the ports of shipment on the Atlantic coast. This heavy cost of transportation is a serious burden on the farmer, and greatly diminishes the agricultural products and the wealth of the country. If the food of the west in nearly all its forms, but especially wheat and corn, could be delivered at our shipping ports at reasonable rates, Europe would give us a market for double the quantity she now receives from us, for we could then successfully compete for the control of her great grain markets against all comers. We are informed there are at this time millions of bushels of grain, and millions of dollars' worth of other provisions frozen up in the Erie canal, on their way to the east, and that all the railroads are blocked, as they usually are at this season of the year, with freight on its way to the seaboard. The west is being peopled with great rapidity, its products are increasing from year to year, travel and freight are multiplying, railroads are shooting across the continent, steamers will increase on the Pacific, and soon we may expect to see the teas the coffee, the spices, silks, and other valuable goods from the far east joining those from our States on the Pacific, and mingling with the vast products of the west, all struggling for precedence and first delivery at our chief Atlantic ports. To prepare to meet and invite this coming trade, which within three or four years will surely be rolling back and forth from east to west, and west to east, will it not be a wise national policy, if not an imperious necessity, that the same governmental hand that is guiding the riches of the "far east" through the "Golden Horn" and joined by those of the "Pacific slope," across the Rocky mountains, should continue to invite, guide, and protect to the journey's end on the Atlantic coast, that the advantages anticipated by projecting and aiding the roads to the Pacific may be fully realized? What England thinks it politic and wise to do for railroads in India, to encourage the production of cotton, and France to draw the trade of the east through the Suez canal, surely America ought to do, to guide trade and commerce from and between two great oceans across a continent over her own territory. Roads which join the two great seas of commerce are almost international in character, and should be under the direction and control of one head, and managed for the benefit and convenience of the public. The necessities of trade and commerce already demand a first-class, double-track freight road, running from some point on the Atlantic seaboard to some desirable point in the valley of the Mississippi, perhaps to join one of the roads to the Pacific. The time, it is to be hoped, is close at hand when two or three such freight roads will be required, as well as a canal from the Ohio river to Norfolk, Virginia, if the face of the country will admit of its construction. The fertile west is, and will continue to be, the principal grain-growing region of our country; and now that the export of cotton has so greatly diminished, without any very encouraging hope that it will ever recover its former importance as an article of export, the produce of the west can, and must, be made to supply the deficiency, or our imports will be running ahead of our exports, and adding to the causes of irregularity in our trade and currency. These products, then, taken as one of the chief means of regulating international trade and exchange, to say nothing of other important considerations, should have as cheap and ready a transit to the sea as can be provided for them. If they have to continue to run their chance through several different States, over

half a dozen, more or less, roads, under as many different charters, before they reach a port of shipment, and subject as they are to frequent delays, much uncertainty, and high rates of freight, it will be a long time before they are forwarded with that promptness and economy necessary to promote large exports. The efficient and lasting remedy for this evil is in the hands of the central government and so far experience has taught that such remedy can be applied by no other authority.

For the shipping interest the last two years have been almost universally dull and profitless. It is true that trade generally has for a long time been passing through a period of depression, encountering financial disturbances and heavy bankruptcies, which have most unfavorably affected the maritime interests of all leading commercial countries. England and the United States have in particular suffered in this respect. It is thought by many experienced observers that the shipping interest engaged in international commerce so greatly stimulated by the large amount of tonnage required as transports during the Crimean war, by the extent to which trade was excited by the gold discoveries in California and Australia, and by the general activity in trade and commerce at and for a few years subsequent to those years of intense action, that ship-building was forced beyond its natural growth, and a much larger amount of tonnage put afloat than the international commerce of the world has at any period required. Therefore, when the stimulating causes disappeared, and business had settled down in its regular channels, there was found to be more tonnage seeking employment than the wants of commerce required. Notwithstanding this disproportion of tonnage to the wants of commerce, ship-building went on until within the last two years almost as briskly as ever in all maritime countries, except in the United States, where it has been, to a large degree, suspended for purposes of war since 1862. There is, without doubt, more tonnage, including both sailing and steam, now seeking business than there has been at any former period, and probably more than enough to supply the demands of commerce when trade is in its most healthy state; consequently any great and sudden increase would have the effect of exciting a more active competition and diminishing profits. In the present relation of the quantity of tonnage afloat to the wants of business, sound economy would not advise any considerable and immediate increase of the means of doing a freighting business which can be promptly and well done with the means already at our command. But of the expediency and desirability of an increase of tonnage much beyond its annual loss ship-builders, ship-owners, and merchants must judge for themselves; they take the risk and must mainly bear the loss, should loss follow. The policy of government, however, should be not to prohibit the construction of vessels by adverse legislation, but, on the contrary, to lighten their burdens and, as far as practicable, leave them free to run the race for success against all foreign competition. To win, or even hold our own in such a contest, we must be able to build and fit our ships for sea ready to enter the lists against all who may appear against them at as low a price as an equally good ship can be sent to sea for by our rivals in the international carrying trade. This our ship-owners are unable to do with the present taxation on iron, sheathing copper and metal, wire and hemp-rope and cordage, canvass, and other taxes on ship property. To encourage the construction of iron vessels, whether sailing or steam, the duty on all iron plates, and on the pieces for the frames of iron ships, whether rolled in angle iron or other parts of the frame or not, in fact, on every kind of iron, in whatever form or condition, necessary to the completion of the vessel, may, for a time at least, be removed or suspended.

It may also be thought expedient to permit the purchase, by American citizens, of such foreign-built steamers, of not less than 2,000 tons burden, as may at any time, within a given day, be immediately wanted to put on any established and regular line between the United States and any foreign country.

In connection with the subject of sustaining our mercantile marine, permit me again to suggest the importance of some revision of the law in regard to "merchant seamen," especially as to the mode of their shipment and the medium through which it is done. Some of the defects of the present mode, and of other portions of the law, are pointed out in some detail in my despatch on the subject, No. 375, and dated May 12, 1866, to which I respectfully ask attention.

Comparative table showing the tonnage of American vessels for the past eight years, from the year 1860 to 1867, (both inclusive,) together with the increase and decrease during said period, as compiled from consular returns.

1860	5, 903, 780 02	Decrease.	
1861	5, 020, 099 90	883, 680 12	
1862	4, 305, 805 28	714, 294 62	
1863	4, 148, 860 40	156, 944 88	
1864	3, 000, 342 73	1, 148, 517 67	
			2, 903, 437 29
Increase.			
1865	3, 554, 990 94	554, 648 21	
1866	4, 414, 393 95	859, 403 01	
1867	4, 881, 363 60	466, 969 65	
			1, 881, 020 87
Total decrease for the eight years.....			1, 022, 416 42

LIVERPOOL—THOMAS H. DUDLEY, *Consul*.

MARCH 8, 1867.

I have the honor to transmit herewith two copies of a bill lately passed the British House of Commons, abolishing certain exemptions from local dues on shipping and on goods carried in ships.

The only exemption of the kind I know of existing at Liverpool is that enjoyed by freemen of the town, who are exempt from the payment of town dues paid by all other persons on merchandise, goods, or ships entering or leaving the port, whether to or from foreign ports or coastwise. For instance, on a bale of American cotton all but freemen had to pay three pence, if from foreign ports; and one and a half pence when sent either foreign or coastwise; on corn, a penny inward and a half penny outward, per quarter; and so on with all other kinds of imports and exports.

To freemen doing large business this exemption was important, and gave them great advantage over others, and, of course, over Americans, who could not become freemen:

A BILL for the abolition of certain exemptions from local dues on shipping and on goods carried in ships.

Be it enacted by the Queen's most excellent Majesty, by and with the advice and consent of the lords spiritual and temporal, and commons, in this present Parliament assembled, and by the authority of the same, as follows:

1. This act may be cited for all purposes as "The shipping dues exemption act, 1867."

2. This act shall come into operation on the first of August, one thousand eight hundred and sixty-seven, which time is herein referred to as the commencement of this act.

3. The following words and expressions shall in this act have the meanings hereby assigned to them, unless there is something in the context inconsistent with such meanings; that is to say, the word "dues" shall include all tolls, rates, taxes, duties, and imposts levied on ships or on goods carried in ships, except any duties levied by the commissioners of customs for the use of her Majesty. The expression "exemption from dues" shall, in addition to its ordinary meaning, include every privilege of paying smaller dues than the public at large pay under like circumstances.

4. After the commencement of this act no exemption from dues shall be allowed in the United Kingdom on account of any one or more of the following reasons; that is to say,

- (1.) On account of any ship being registered at or belonging to any particular country, port, or place;
- (2.) On account of any ship or goods being the property of, or being consigned by or to any particular person or body corporate;
- (3.) On account of any goods being destined for sale in any particular town, place, or market;
- (4.) On account of any ship or goods being sent to or from or laden or unladen at any particular place in any port, or in the neighborhood of any port, except where a ship in going to such place derives from the expenditure of the class of dues in question no benefit, or less benefit than ships going to another place in the same port;
- (5.) On account of any goods being the product of or being destined for use at any particular manufactory, place, or district, or any particular class of manufactories.

5. When a person or body corporate who would, if this act had not passed, be entitled in his or their own right to derive profit from any exemption from dues abolished by this act has derived pecuniary profit from such exemption during the year preceding the first of February, one thousand eight hundred and sixty-seven, in that, but in no other case, the person or body corporate who receives otherwise than as an agent the class of dues in question (in this act referred to as "the receiver of dues") shall pay to the person or body corporate so entitled (in this act referred to as "the claimant") by way of compensation an annuity equal to the average annual amount of profit so derived during the three years next preceding the first of February, one thousand eight hundred and sixty-seven:

Provided, that no compensation shall be payable or paid (except so much as may previously have accrued) after any of the following times, viz:

- (1.) After the expiration of ten years from the commencement of this act;
- (2.) After the time of the death of the claimant;
- (3.) After any time when from any reason whatever the claimant ceases, or would cease (if the exemption from dues for which compensation was granted then existed) to have a right to such exemption or to be in a position to derive profit from it.

6. With respect to determining the amount of compensation to be paid under this act the following rules shall be observed:

- (1.) The claimant shall send to the receiver of dues and to the board of trade in writing his claim to compensation, stating the amount and grounds of his claim, and shall give such evidence in support of his claim as the board of trade may require.
- (2.) This claim shall be sent to the board of trade within three months after the commencement of this act, and if it is not sent in within that time the claimant shall not be entitled to any compensation in respect of the time prior to the date of the receipt of such claim by the board of trade.

- (3.) As soon as may be after receiving such claim, the receiver of dues shall agree with the claimant on the amount of the compensation to be paid, and the times and mode of such payment, but such agreement shall be subject to the approval of the board of trade.
- (4.) If no agreement can be made, or if the board of trade disapprove of any agreement which is made, the amount of compensation to be paid, and the times and mode of such payment, shall be determined by arbitration.
- (5.) For the purpose of such arbitration, the clauses of "The Companies' Clauses Consolidation Act, 1845," with respect to the settlement of disputes by arbitration, shall be incorporated with this act, and in the construction of those clauses for the purposes of this act, this act shall be deemed to be the special act, and any appointment of an arbitrator by the receiver of dues shall be subject to the approval of the board of trade.
7. The compensation shall (except as in this act mentioned) date from the commencement of this act, and shall be paid out of the class of dues from which the claimant who receives it was previously exempted.
8. Any receiver of dues, on agreement with the claimant and with the approval of the board of trade, may, by paying to the claimant a principal sum, commute any compensation payable annually by such receiver under this act.
9. Where the receiver of dues commutes the annual compensation by payment of a principal sum, he may, if the board of trade approve, notwithstanding any limitation in any act of Parliament or charter, borrow at interest, on the security of any dues which he has power to levy, the whole or any part of such principal sum, and shall apply the same in effecting such commutation.
- For the purpose of such borrowing the clauses of "The Commissioners' Clauses Act, 1847," with respect to the mortgages to be executed by the commissioners, shall be incorporated with this act, and in the construction of that clause for the purpose of this act, this act shall be deemed to be the special act, and the receiver of dues which is borrowing shall be deemed to be the commissioners.
10. Nothing in this act contained shall render liable any ships or goods which belong to or are in the service of her Majesty, or any corporation having the superintendence or management of light-houses, to any dues to which they would not be liable if this act had not been passed.

Irish agricultural statistics, 1867.

From the tables prepared by the registrar general we gather that the total extent of land under all crops in the present year is 5,458,945 acres, being a decrease of no less than 61,623 as compared with 1866, when there were 5,520,568 acres under crops. The crops which this year exhibit a falling off are: Wheat, 37,282 acres; oats, 40,283 acres; bere and rye, 415 acres; beans and peas, 1,327 acres. Thus, the cereals have diminished to the extent of 79,307 acres, and we are sorry to see in a number of green crops a marked decrease also. In those crops the principal falling off has been: Potatoes, 48,808 acres; mangold and beet, 1,357 acres; cabbages, 12,510 acres; carrots, parsnips, and other green crops, 1,267 acres; vetches and rape, 3,924 acres. Thus, in green crops alone we have a diminution of 67,866 acres, to which we may add, as noticed some time since in the *Freeman*, the decrease of 10,402 acres under flax. The entire decrease of land under crops this year stands as follows:

	Acres.
Cereals.....	79, 307
Green crops.....	67, 866
Flax.....	10, 402

These make a total of..... 157, 575

This remarkable decrease is, however, reduced by an increase in—

	Acres.
Barley.....	20, 411
Turnips.....	18, 513
Meadow and clover.....	57, 028

• Making a total increase of..... 95, 952

Which reduces the net decrease to, as before stated, 61,623 acres. It is noteworthy that, while wheat has decreased by 37,282 acres, oats by 40,283, and potatoes by 48,808, meadow and clover have increased by 57,028 acres, and turnips by 18,513. Compared with 1866, the area under wheat decreased by 37,282 acres, oats by 40,283 acres, bere and rye by 415 acres, and beans and peas by 1,327 acres. Barley increased by 20,411 acres. The subjoined figures show the acreage of cereals in 1866 and 1867:

	1866.	1867.
	<i>Acres.</i>	<i>Acres.</i>
Wheat.....	299, 190	261, 908
Oats.....	1, 699, 695	1, 659, 412
Barley.....	150, 293	170, 704
Bere and rye.....	10, 021	9, 606
Beans and peas.....	14, 834	13, 507
Total.....	2, 174, 033	2, 115, 137

This exhibits the decrease this year in cereals to be 58,896 acres. In green crops the annexed sets forth the average in the two years above mentioned:

	1866.	1867.
	<i>Acres.</i>	<i>Acres.</i>
Potatoes.....	1, 050, 353	1, 001, 545
Turnips.....	317, 198	335, 711
Mangold-wurzel and beet root.....	20, 162	18, 805
Cabbage.....	36, 531	24, 021
Carrots, parsnips, and other green crops.....	26, 738	25, 471
Vetches and rape.....	30, 623	26, 699
Total.....	1, 481, 605	1, 432, 252

From these returns we have the fact that in cereals, green crops, and flax we have this year a decrease of cultivation of 118,651, and in meadows and clovers we have an increase of 57,028 acres, as compared with last year. Grass, it appears, has increased by 52,828 acres, fallow by 772, and unoccupied bog and waste by 13,176. Woods and plantations also show a falling off of 5,153. The returns of live stock for 1867, compared with 1866, show a decrease in the number of horses of 13,451; of cattle, 43,779; and of pigs, 263,381; and an increase in the number of sheep of 551,733. This increase in sheep is spread over every county in Ireland. The total estimated value of horses, cattle, sheep, and pigs this year was £35,095,224, being a decrease of £114,491 compared with 1866.

The harvest of 1867.

The question of the yield of the harvest is always one of more or less interest, although under the happy rule of free trade it no longer excites the strong feelings of hope and fear which it produced under the rule of that graduated starvation known as the "sliding scale," or of starvation without any graduation, which prevailed previous to the introduction of that ingenious device. We have now always the satisfaction of knowing that we shall have a fair supply of food either from the produce of our own soil or by means of importations from foreign countries. Still there is a great difference between a year in which the soil of the United Kingdom yields abundantly and one in which it only yields a stinted return. In cheap and abundant years the increase of national wealth after the whole people have been comfortably fed and sustained is very large, amounting, in the opinion of some writers of eminence, to from £50,000,000 to £60,000,000; whilst in years of comparative dearthness the addition to the national wealth after the people have been properly sustained is very much less. The cheapest year that has been known for many years in this country was that of 1865, when the average price of wheat per imperial quarter throughout the whole year from lady-day to lady-day was 39s. 8d. To find another year of about equal cheapness we must go back to 1851, when the average price of wheat throughout the year was 39s. 11d., or to 1852, when it was 39s. 4d. To find again another year of equal cheapness, we have to go back to the year 1836, when the average price of wheat throughout the whole year was 39s. 5d. Such a range of prices as that of 1865, 1852, 1851, and 1836 seldom occurs. Last year, 1866, the average price of wheat per imperial quarter for the year ended at lady-day (which is the time taken in the years already mentioned) was 43s. 6d., and this was a trifle above the average price of 1864, which was 43s. 2d. The number of years since 1834 in which the price of wheat ranged between 30s. and 40s. a quarter for the twelve months was four, the number between 40s. and 50s. was nine, the number between 50s. and 60s. was ten, the number between 60s. and 70s. was seven, and the number in which the price of wheat was above 70s. a quarter for the whole year, under perfect freedom of trade, was two years.

It is only during the present year that it has been possible to induce the land-owners and farmers of England to make returns of the quantity of land sown in particular crops. We have at length, however, obtained such returns, and although they are very incomplete, not containing any estimate of the yield per acre, which is always given in the American returns and in those of almost every other country, they are still very much better than nothing, and enable us to form an approximate calculation of the quantity of the different kinds of grain and other produce grown yearly in this country.

Taking wheat, which yields the staff of life, in the first place it appears that the whole number of acres of wheat grown in the United Kingdom in the year 1866 was 3,697,635, of which there was grown in England 3,161,431 acres, in Wales 113,862 acres, in Scotland 110,101 acres, in Ireland 300,474 acres, in the Isle of Man 8,075 acres, in the Channel islands 2,702 acres, and in the island of Guernsey—which for some reason is given separately—990 acres. We have no return at present for 1867, but it is not likely that it will differ materially from 1866. Most English farmers grow as much wheat as they can do with fairness to their land, and some, though not many, a little more. The whole quantity of land under the plough in the United Kingdom in 1866 was 25,000,000 acres, of which 11,493,666 acres were in grain and pulse. About one-third of this was in wheat in 1866, and it is very improbable that there would be any great change in the present year. If there was any it would probably be a slight increase, as the price of wheat advanced somewhat last year, though perhaps not more or as much as was called for by the deficiency of the crop.

Supposing the number of acres of wheat grown in the United Kingdom in the present year to have been the same as last, namely, 3,697,635, or a little more, the quantity of wheat yielded, on an average of 24 imperial bushels to the acre, would be something like 12,000,000 imperial quarters. Now, it is generally considered that one quarter of wheat is required for the comfortable subsistence of each person during a twelvemonth. This would make the yield of wheat in this country equal to the support of about 12,000,000 persons. In a good year the land might possibly yield throughout four quarters to the acre, which would be equal to the support of about 16,000,000 persons; and the best lands in the best cultivated counties generally yield five quarters, which, if it could be rendered general, would make the quantity of wheat grown in the United Kingdom 20,000,000 quarters, a quantity sufficient for the comfortable subsistence of an equal number of persons. Every additional quarter per acre produced on the whole of the wheat lands of the United Kingdom, supposing 4,000,000 acres to be available for the growth of wheat, is equal to the support of 4,000,000 persons. This is the reason why the difference between a good harvest and a bad one is so great. A very fine season easily increases the whole produce of wheat by seven or eight bushels, or one quarter, per acre, whilst a bad season, either for the growing or the ingathering of the wheat crop, easily diminishes it to an equal extent. Last year the yield was much below an average, and it is certainly not likely to be more than an average this year.

With our population of about 30,000,000 persons we should be very badly off if we were confined to the supply of wheat grown in this country; but under a policy of perfect freedom of trade we enjoy the bounties which a kind Providence supplies to other countries as well as those with which we are supplied from the fertile soils of our own country. In the first six months of the present year the quantity of grain and flour imported into this country was unusually large. It appears from the official returns that during the seven months which ended the 31st of July, 1867, the quantity of wheat imported from all countries was 17,744,178 cwts., and the quantity of wheat flour 2,056,521 cwts. During the same period of seven months the quantity of Indian corn or maize imported was 5,599,750 cwts.; the quantity of barley, 3,668,160 cwts.; the quantity of oats, 5,660,515 cwts.; the quantity of peas, 1,013,687 cwts.; and the quantity of beans, 1,087,043 cwts. In addition to which there was a small quantity of Indian corn meal imported, amounting to 3,567 cwts. Taking these imports as a whole, they amounted to 36,833,421 cwts. in the first seven months of this year. The quantity of wheat imported and entered for home-consumption in the first seven months of 1865 was 9,540,789 cwts.; in the same months in 1866, 13,784,439 cwts., and in the corresponding months of 1867, as already stated, 17,744,178 cwts. In the same three years the quantity of wheat meal and flour imported in the first seven months was, in 1865, 1,853,809 cwts.; in 1866, 3,452,822 cwts.; and in 1867, 2,056,521 cwts. The imports of most other kinds of grain also show an increase this year, though that is not the case with regard to Indian corn and maize. That most valuable grain, which is equally available for the food of man and animals, is always imported in large quantities when there is any deficiency in the supply of wheat. In the first seven months of 1865, which was a year of great cheapness and abundance, the quantity of Indian corn imported was not more than 2,645,872 cwts.; while in the first seven months of 1866 it was 7,653,850 cwts., and in the first seven months of the present year it was 5,599,750 cwts.

In examining the returns of the quantity of wheat imported in each year from 1860 to 1866 it appears that it has never been less than 20,000,000 cwts., equal to 1,200,000 tons, or from 4,000,000 to 5,000,000 quarters; that is independent of the quantity of wheat meal and flour, which has generally been about 5,000,000 cwts., and of the quantity of Indian corn, which has fluctuated between 6,000,000 cwts. per annum and 14,000,000 cwts. Last year, 1866,

the imports were a little above the average of the last four or five years in wheat, and considerably above the average in Indian corn. The whole of the imports of grain and flour in 1866 were as follows: Wheat, 23,109,516 cwts.; barley, 8,433,814 cwts.; oats, 8,829,751 cwts.; maize or Indian corn, 14,317,392 cwts.; and wheat flour, 4,952,915 cwts., making a total of 49,745,298 cwts. If the imports of the first seven months of the present year should be sustained to the end of the year they will greatly surpass the above quantities, seeing that they amounted at the end of seven months to 36,833,421 cwts.

It is a matter both of interest and of practical importance to know at what rate the supply of foreign grain imported into this country is increasing, and what is the maximum amount which has ever been imported. Confining ourselves to the article of wheat, it appears that the quantity which foreign nations are able to supply us of that most valuable grain has greatly increased during the last few years, and more especially since 1860. Previous to that year there was only one year, going back to 1852, in which the quantity of unground wheat imported into this country reached 20,000,000 cwts. That was also the case in the year 1853, when the quantity of wheat imported amounted to 20,913,000 cwts., independent of the wheat flour imported in the same year. With that one exception, the import of wheat was always less than 20,000,000 cwts. from 1852 to 1859. The lowest point to which it sank in that period was in 1855, when the quantity of wheat imported was not more than 11,418,853 cwts. But in 1858 the quantity was 18,359,744 cwts., and in 1859 17,292,258 cwts. After that year importation seems to have taken a great start, and it has never since sunk to 20,000,000 cwts. In one year, 1862, it even rose to the extraordinary amount of 40,987,171 cwts. In the same year, 1862, there was imported into the United Kingdom of wheat flour 7,173,542 cwts., of barley 6,624,496 cwts., of oats 4,422,759 cwts., and of maize 11,665,226 cwts., making altogether the enormous amount of 70,873,194 cwts. This will probably continue to be the maximum import for some time, though the imports of the first seven months of the present year are very nearly at the same rate, amounting altogether to 36,833,421 cwts. If that rate should be maintained during the remaining five months 1867 will come very near to 1862, in which as much wheat and wheaten flour was imported as would have fed from ten to twelve millions of persons for a whole year.

SEPTEMBER 17, 1867.

Now that the bulk of the grain in the United Kingdom is gathered, it may be of some interest to our people financially, as well as commercially, to know the condition of the harvest, and the probable wants of the people in this country in the way of breadstuffs. It was seen many weeks ago that the crops would be short in quantity, but what was lost in this particular it was supposed would be made up in the quality of the grain, but the thrashings during the past two weeks have proved the supposition fallacious.

It is not only short in quantity, but also inferior in quality.

I have made inquiry among the leading corn-dealers at Liverpool, and from them and from the newspapers, as well as from other sources, am now satisfied that the wheat harvest is much less than an average one. It is impossible to tell how far short it is; those with whom I have talked differ. The lowest estimate places it at 10 per cent., and the highest estimate 30 per cent. below; probably it would not be far from the mark to estimate the wheat crop of the kingdom for the present year at 20 per cent. below a fair average crop. The oat crop is said to be good, and the beet and turnip crops are promising. They will require a large quantity of wheat from abroad to feed their people during the year. You will see by the enclosed slip, marked No. 1, that there is a great falling off in Ireland in the number of acres of cereals and green crops planted this year from what there were last year. The falling off in wheat is 37,282

acres; oats, 40,283 acres; beans and peas, 1,327 acres; potatoes, 48,808 acres; cabbages, 12,510 acres; flax, 10,402 acres, &c. There has been an increase of 20,411 acres in barley; 18,513 in turnips, and 57,028 in meadow and clover; but this increase does not compensate or make up for the losses in the other crops, which amount in the aggregate to 157,575 acres, even when you include the meadow and clover. This whole increase, with the meadows, only amounts to 95,952, and leaves a net decrease of 61,623 acres planted. The falling off, too, is in breadstuffs—in food for man.

LEEDS—WILLIAM L. RAYMOND, *Consul*.

JULY 30, 1867.

I have the honor to enclose herewith, as No. 1, the transcript of the invoice books of this consulate and of the consular agency at Hull, for the quarter ended June 30, 1867.

The amount of invoices certified during that period are, from—

Leeds.....	\$139, 443 82
Hull.....	42, 979 26
Total.....	182, 423 08

This amount shows a constant decrease in trade with the United States from this district, and is less than half the amount certified during the same period of the preceding years. There has been an almost total cessation of exports of woollen goods, the chief staple of this district.

As referring to this decrease in the trade of Leeds with the United States, I enclose, as No. 2, a copy of a letter, written at the request of David A. Wells, esquire, agent of the Treasury Department, containing statistical information concerning the woollen manufactures of this district, and the effect of the present tariff on their introduction in the United States.

“JULY 20, 1867.

“SIR: I have the honor of forwarding a statement of the average wages paid at the present time in the various branches of the woollen manufacture in this district. This statement has been obtained through the politeness of Mr. W. Hirst, secretary of the Leeds Chamber of Commerce.

“I also send a tabular statement showing at a glance the amount of duty charged by our present tariff on all classes of blankets and flannels manufactured in this district.

“The least duty, 66 per cent., is on the most expensive goods, the market price of which is \$1 60 per pound weight, and the highest 160 per cent., on the cheapest goods, costing here 16 cents per pound weight; that is to say, the duty is heaviest on that class of goods heretofore exported to the United States for the use of the poorer portion of our citizens.

“I need scarcely tell you that since the present tariff came into operation there have been scarcely any blankets and very few woollen goods of any description sent from this district to the United States.

“Very respectfully, your obedient servant,

“WM. L. RAYMOND,

“*United States Consul*.

“DAVID A. WELLS, Esq.,

“*Agent of the United States Treasury Department.*”

Leeds woollen manufacture—average wages of workmen, &c.

	s.	d.
Wool-sorters, per day.....	4	0
Dyers, per day.....	4	6
Slubbers,* per day.....	4	0
Spinners, (men).....	5	0
Spinners, (girls,) per week.....	6	0
Spinners, (boys,) per week.....	7	0
Weavers, (females,) power-loom, per week.....	10	0
Weavers, (men,) by hand, per week.....	16	0
Burlers, (women,) per week.....	10	0
Millers, (fullers,) per day.....	3	4
Finishers, (men,) per day.....	3	10
Finishers, (boys,) per day.....	1	3
Pressmen, per day.....	6	8
Packers, per week.....	22	0
Warehousemen, per week.....	28	0
Porters.....	20	0
Overlookers, per day.....	6	8
Carters, per day.....	3	0
Domestic manufacturers.....	--	--
Hand weavers.....	2	8

Table showing the percentages on the cost of flannels and blankets under the present tariff of the United States.

Goods costing under 40 cents per pound pay 20 cents per pound, and 35 per cent. ad valorem.

Cost per pound.	Per cent. on weight.	Ad valorem.	Per cent. on cost.	Cost per pound.	Per cent. on weight.	Ad valorem.	Per cent. on cost.
16 cents	125	35	160	30 cents	66.6	35	101.6
18 cents	111.1	35	146.1	32 cents	62.5	35	97.5
20 cents	100	35	135	34 cents	58.8	35	93.8
22 cents	90.9	35	125.9	36 cents	55.5	35	90.5
24 cents	83.3	35	118.3	38 cents	52.6	35	87.6
26 cents	76.9	35	111.9	40 cents	50	35	85
28 cents	71.4	35	106.4				

Goods costing over 40 to 60 cents per pound pay 30 cents per pound on weight, and 35 per cent. ad valorem.

41 cents	73.1	35	108.1	52 cents	57.6	35	92.6
42 cents	71.4	35	106.4	54 cents	55.5	35	90.5
44 cents	68.1	35	103.1	56 cents	53.5	35	88.5
46 cents	65.2	35	100.2	58 cents	51.7	35	86.7
48 cents	62.5	35	97.5	60 cents	50	35	85
50 cents	60	35	95				

Goods costing over 60 to 80 cents per pound pay 40 cents per pound on weight, and 35 per cent. ad valorem.

61 cents	65.3	35	100.3	73 cents	54.7	35	89.7
64 cents	62.5	35	97.5	76 cents	52.6	35	87.6
67 cents	59.7	35	94.7	80 cents	50	35	85
70 cents	57.1	35	92.1				

Goods costing over 80 cents per pound pay 50 cents per pound on weight, and 35 per cent. ad valorem.

81 cents	61.7	35	96.7	112 cents	44.6	35	79.6
84 cents	59.5	35	94.5	116 cents	43.1	35	78.1
88 cents	56.8	35	91.8	120 cents	41.7	35	76.7
92 cents	54.3	35	89.3	128 cents	39	35	74.7
96 cents	52	35	87	136 cents	36.7	35	71.7
100 cents	50	35	85	144 cents	34.7	35	69.7
104 cents	48	35	83	152 cents	32.8	35	67.8
108 cents	46.3	35	81.3	160 cents	31.2	35	66.2

* Properly speaking, this is the wages of the man attending a "condenser," which has superseded slubbing in most mills.

Tabular statement showing the description and value of the exports from this port to the United States during the several quarters of the year ended September 30, 1867.

Description.	1st quarter ended Dec. 31, 1866.	2d quarter ended March 31, 1867.	3d quarter ended June 30, 1867.	4th quarter ended Sept. 30, 1867.	Total value for the year.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Ale.....		10 19 9			10 19 9
Blankets.....	1,260 12 5	1,639 8 8	1,588 9 6	135 18 5	4,624 9 0
Carpets.....	61 2 7	3,578 9 2	1,492 7 3	5,930 19 1	11,062 18 1
Dye stuffs.....	164 18 8	15 18 2	185 19 3	32 1 4	398 17 5
Flax machinery.....	3,231 17 1	2,039 12 7	929 11 9	627 18 4	6,828 19 9
Glue.....	189 14 6		1,114 0 0	1,278 11 6	2,582 6 0
Iron and steel.....	2,235 17 4	2,922 5 9	1,422 2 1	1,766 17 6	8,347 2 8
Indigo.....		96 4 4		109 16 10	206 1 2
Linen.....	4,567 16 3	3,970 6 0	4,021 2 4	3,672 17 3	16,232 2 5
Linen thread.....	7,759 16 8	3,735 8 1	5,445 17 8	5,256 9 9	22,197 12 1
Linen and flax yarn.....			2,098 19 10	1,108 0 3	3,207 0 1
Leather, salted skins, &c.....	7,232 16 1	4,578 9 2	2,059 16 3	3,149 5 9	17,020 0 3
Matting.....	1,041 9 8	1,061 13 9	1,110 10 1	1,689 11 6	4,903 5 0
Machinery.....	2,953 8 2	420 14 5	1,834 2 11	4,050 1 2	9,258 6 8
Rugs.....	253 16 3		903 11 2	955 2 10	2,112 10 3
Shoe thread.....	1,418 2 10	585 15 6	252 2 0	502 4 11	2,758 5 3
Silk and cotton goods.....	658 0 5				658 0 5
Sundries.....	209 10 4	117 7 7	18 4 0		345 1 11
Tow yarn.....	1,346 4 7	1,962 16 1			3,309 0 8
Twines.....	346 3 7	1,021 14 9	990 18 10	141 12 3½	2,500 9 5½
Woolens and unions.....	16,525 9 7	9,947 3 11	2,416 9 6	5,033 8 9	33,922 11 9
Wool.....	5,716 9 11	196 6 0	78 15 6	11 3 8	6,002 15 1
Woolen waste, flocks, &c.....	6,507 9 1	3,881 2 5		645 19 7½	11,034 11 1½
Woolen yarn.....				421 6 0	421 6 0
Wearing apparel.....	31 1 6	10 10 0	12 0 0		53 11 6
Total.....	63,711 17 6	41,792 6 1	27,975 0 6	36,519 0 9	169,998 3 9
Total in dollars.....					\$827,791 30

Statement showing the description, quantity, and value of merchandise shipped from the port of Hull to the United States for the several quarters of the year ended September 30, 1867, (compiled from circular returns.)

Description.	Quantity.	Value.	In U. S. currency.
Cliff-stone.....tons.....	555	£ s. d. 286 13 2	
Chalk.....do.....	150	26 16 6	
Paris white and whiting.....	86 } tierces.		
Do.....do.....	684 } cakes.	559 17 5	
Paints.....do.....	158 } packages.		
Paints.....do.....	123 } cakes.	892 18 7	
Paints and colors.....do.....	22 } cases.		
Do.....do.....	46 } cases.	451 2 7	
Colors.....do.....	101 } cakes.		
Oil.....do.....	16 } puncheons.	434 9 5	
Oil.....do.....	109 } do.		
Oil.....do.....	80 } hogsheds.	3,416 10 3	
Oil.....do.....	50 } barrels.		
Colors.....do.....	1 } case.		
Colors.....do.....	98 } cakes.	281 17 3	
Varnish.....do.....	10 } cases.		
Paints.....do.....	10 } cakes.	132 6 6	
Paints.....do.....	22 } do.		
Oil.....do.....	25 } barrels.	209 8 4	
Stools.....do.....	1 } dozen.	14 13 5	
Total for December quarter.....		6,706 13 5	\$32,460 39
Total for quarter ended March 31, 1867.....		3,921 16 9	18,981 82
Total for quarter ended June 30, 1867.....		8,880 0 3	42,979 25
Total for quarter ended September 30, 1867.....		3,832 15 9	18,550 69
Grand total.....		23,341 6 2	112,972 15

BIRMINGHAM—ELIHU BURRITT, *Consular Agent.*

JUNE 4, 1867.

Birmingham is the commercial metropolis of the "black country." A circle of 20 miles radius described from the town hall would probably embrace the most productive district of the same sweep on the face of the earth for the variety and value of its minerals and manufactures. Its subterranean industries are perfectly wonderful, and the amount of coal and iron they supply for forges, furnaces, and factories, plying by night and day on the surface above them, is prodigious.

It would require a volume to present an adequate view of the productions of this remarkable section, and in the hope of being able to prepare such a volume for the department in the course of the present year, I limit this statement to a few salient facts, which may indicate the commercial and industrial character of the district, as well as the nature and extent of the business transacted at this consular agency during the last year.

The producing points in the circumference indicated constitute an extraordinary variety of manufactures. At the point southeast there is Redditch, a small, quiet rural town, that supplies the world with needles and fish-hooks; and no one can form an approximate idea of the quantity of these articles used by the world without consulting the books of the Redditch manufacturers. It is within the mark to say that they have sent a million of needles a day to America during the last two years. To be sure, this has been an abnormal period. During the great civil war the needles in the southern States were nearly exhausted, as thousands of northerners could but notice from the general personal appearance of the people of that section. At the conclusion of the war tons of needles must have been sent into those States. Yet, in the ordinary condition of the country, at least 250,000,000 of needles must go to America annually from this quiet town in Worcestershire.

Its statistics of fish-hooks are nearly as remarkable. One firm alone turns out about 120,000,000 a year for the United States, mostly for the lake, river, and small stream fisheries.

A little to the west of Redditch is Droitwich, which would be famous the world over for the production of its saline springs had not a great English seaport arrogated to itself the honor of that reputation by calling the production Liverpool salt.

Following the circle mentioned westwardly we come to Stourbridge, almost equally famous for making fire-clay bricks, or the lining of thousands of furnaces in different parts of the world.

Next is Kidderminster, celebrated for the manufacture of carpets, well known in the United States. Two houses exported to the United States about £60,000 worth in nine months of the past year.

Following the line of the circle we come into the titanic region of furnaces, forges, steam hammers, of every size and shape, which are continually in operation. This is the "black country" proper—a kind of dual world of murky and nightly industries, one covering the earth above, the other meandering in crooked districts beneath, in which thousands of men and boys are mining for coal and iron.

Dudley is celebrated for Wright's anvils and vices, which are better known in the United States than any other manufactories of that town. About 10,000 of these anvils were sent to the United States in one year since the war.

Wolverhampton is a very important manufacturing centre, where large iron establishments abound, although locks and japanned ware constitute a speciality.

Wednesbury sends a great number of plantation and other hoes to the southern States.

Walsall is distinguished for its saddlery hardware, embracing bridle bits, stirrups, trace chains, and everything about a harness.

Following the circle to the eastward we come to Willenhall, where locks of every conceivable size, form, and use are made in vast quantities, from a penny apiece up to an indefinite price.

Proceeding in a southeasterly direction we have Coventry, with its peculiar industrial character, centuries old. Coventry, to use a term well known in some fields of competition, for a long period "carried off the ribbon," but lately Lyons and other continental cities have surpassed it in the ribbon trade, and its business in this line has been greatly depressed and its operatives have been reduced to great straits frequently. But the manufacture of silk and cotton frillings is now being introduced, and it promises to compensate for the loss sustained by the town in the falling off of its ancient trade. Watches are also manufactured in great numbers, so that the business and prosperity of Coventry are being placed on a more permanent foundation than when they depended, as formerly, on only one article of manufacture.

Birmingham is the business, as well as local, centre of this remarkable district. The centripetal attraction of its capital, energy, and intelligence, as well as its great population, has drawn to it a great proportion of all the varied productions of the "black country." Here are the merchants and factors who act as salesmen for these productions. Here are the manufacturers who work up the raw material of coal and iron into wares of wonderful variety. Here are hundreds of manufacturers who draw upon the mines of all the continents, and from the depths of distant seas, for the material of their wares. The establishment of Messrs. Elkington must use more silver than any other in the world in bringing out their celebrated wares, which figured so splendidly at the great exhibitions in London and Paris. Gillott's pen factory does not probably work up less than 100 tons of rolled cast steel yearly in the manufacture of the pens so well known in the United States. It is an interesting fact, and creditable to the town, that, though called the "arsenal of the world," it supplies the world with as large a proportion of its pens as it does of its guns. The manufacture of small-arms is, however, the distinctive industry of Birmingham. The brands that they manufacture may be found in every portion of the globe. The trade admits of but little scruple as to the market, and military muskets and rifles are sold to all governments, without any distinction whatsoever. So if thousands of British soldiers fall before Birmingham guns in India, New Zealand, or the Crimea, it has to be reckoned as an incident of free trade in such merchandise. The *papier maché* manufacture may be said to have origin as a business in Birmingham, and its development has been very remarkable. From small, fancy articles, chiefly for ornament, it has gone on expanding in its production, until it now turns out large articles of furniture, such as tables, bureaux, and even wardrobes. One of the most beautiful productions of mechanical skill, taste, and enterprise, is the gold, silver, and composite coinage minted by Messrs. Ralph Heaton & Co., not only for Great Britain, but for many other countries; some beyond the boundary of civilization. Indeed, this house is doing a useful work for those half barbarous populations, not only in supplying them with coins of intrinsic value to the full, but in making each piece a work of art in its image and superscription.

There is one item in the returns herewith submitted which well deserves the notice and appreciation of the American government and people. The item is "books, clothing, &c." These are the gifts of thousands of men, women, and children in Great Britain to the freedmen emancipated from southern slavery in the United States. Birmingham has been the working centre of this interesting movement of tender-hearted philanthropy. Contributions have been sent in here from almost every town in the United Kingdom, and forwarded from this town to the United States. They have embraced all the articles of clothing,

bedding, furniture, &c., that the poor negroes needed; also seeds, garden and farm tools, and books. The value assigned to these contributions was £11,663 14s. for 1865, and £6,451 12s. for 1866, making £18,115 6s. as a total for the two years. These were only contributions in goods; there was a large amount also given in money, and forwarded to the United States.

The totals of the business transacted at this consular agency during the last two years are as follows, viz:

1865, first quarter, £58,401 9s. 1d.; second quarter, £75,435 4s. 1d.; third quarter, £156,582 8s. 1d.; fourth quarter, £251,706 10s. 9d.; total, £542,125 12s. 0d. 1866, first quarter, £256,610 18s. 2d.; second quarter, £236,100 0s. 9d.; third quarter, £277,425 2s. 7d.; fourth quarter, £291,379 15s. 8d.; total, £1,061,515 17s. 2d.

From the foregoing statement it will be seen that the amount of exports from Birmingham to the United States, during the year 1866, shows an increase of nearly 100 per cent. over the exports of 1865. It would be difficult to ascertain what proportion the American trade of Birmingham bears to all its other foreign trade; still it is quite certain that few, if any, towns in Great Britain have a greater interest in the preservation of peace and prosperity in the United States than this enterprising and public-spirited metropolis of the "black country."

Tabular statement showing the description and value of the exports to the United States during the several quarters of the year ended September 30, 1867, (compiled from official invoices.)

Description.	Whither sent.	From whence shipped.	Value including cost and charges.	In U. S. currency.
Iron, steel, cutlery, tools, tubes, wire-rope, chains, scythes, hoes, tin plates, nets, screws, nails, anvils, and hardware.....	United States.....	Liverpool.....	£ 176,124 15 7	
Guns and gun materials.....	do.....	do.....	9,917 18 8	
Plated goods and glassware.....	do.....	do.....	14,919 12 7	
Buttons of all kinds.....	do.....	do.....	6,310 5 0	
Watches and watch materials.....	do.....	do.....	2,519 8 4	
Pens.....	do.....	do.....	4,806 4 6	
Pins, needles, hair-pins, hooks, eyes, and thimbles.....	do.....	do.....	15,904 5 2	
Twine, fish-hooks, and fishing tackle.....	do.....	do.....	2,947 13 6	
Percussion caps.....	do.....	do.....	1,711 14 11	
Nickel.....	do.....	do.....	6,483 6 4	
Optical instruments.....	do.....	do.....	492 6 11	
Jet goods and jewelry.....	do.....	do.....	704 13 5	
Boot web shanking and cotton ties.....	do.....	do.....	5,653 8 4	
Silk fancy goods, plush, and gimp.....	do.....	do.....	16,908 10 7	
Drillings, hosiery, and stuffs.....	do.....	do.....	6,136 8 9	
Carpets and rugs.....	do.....	do.....	7,965 4 6	
Chemical products.....	do.....	do.....	6,433 11 1	
Sundries.....	do.....	do.....	5,440 4 6	
Total for quarter ended December 31, 1866.....			291,379 15 8	\$1,410,278 27
Total for quarter ended March 31, 1867.....			185,948 16 11½	899,992 55
Total for quarter ended June 30, 1867.....			182,227 1 1½	881,978 98
Total for quarter ended September 30, 1867.....			216,504 15 7½	1,047,883 26
Grand total.....			876,060 9 4½	4,240,133 06

WORCESTER—T. SOUTHALL, *Consular Agent.*

DECEMBER 31, 1866.

Statement showing the description and value of the exports from this port to the United States for the several quarters of the year ended September 30, 1867, (compiled from consular returns.)

Description.	Value.	In U. States currency.
	£ s. d.	
Parian goods.....	81 18 6	
Carpetings.....	8,288 7 11	
Steel goods.....	2,092 10 5½	
Worcestershire sauce.....	1,676 8 9	
Glass and china goods.....	97 0 8	
Hair cloth goods.....	303 3 8	
Total for quarter ended December 31, 1866.....	12,539 9 11½	\$61,691 24
Total for quarter ended March 31, 1867.....	31,616 5 2	153,022 73
Total for quarter ended June 30, 1867.....	9,850 15 9	47,677 93
Total for quarter ended September 30, 1867.....	26,781 4 3	129,621 10
Grand total.....	80,787 15 1½	392,013 00

BRISTOL—Z. EASTMAN, *Consul.*

DECEMBER 31, 1867.

* * * * *

From the commencement of the war of the rebellion, the business of this port in the American shipping steadily declined from 116 ships in 1861 to only two in 1866. The past year, 1867, there has been a gradual revival, for there were 11 arrivals, which is more than either of the two years previous. Not only did the shipping of this port suffer its proportion from the general destruction of our mercantile marine by the British privateers, but it declined particularly from the fact that lower class ships, belonging to the nationalities of Italy, Sweden, and Germany, secured a monopoly of the carrying trade in sugar from the West Indies, guano from the Chincha islands, and lumber from the British provinces, which are the principal imports of this port; and also from the fact of there being no importation of any consequence of grain and other American products from the United States.

But the trade in some of these branches is again reviving, and there is a prospect that Bristol will, in a few years, assume her old position among the foremost of British ports in American shipping.

The character of the business of the consulate has materially changed. While it has fallen behind in importance as a shipping port it has gained in importance as an inland consulate principally through the business of verifying invoices at its dependencies. While Bristol has one of the best positions as a shipping port, at the head of deep water of one of the finest channels in the world, it is also central in its inland communications.

I wish to impress upon the department the importance of retaining Bristol in its prominent position as a consulate. It is one of the oldest ports of the kingdom, one of character and distinction, and associated with pleasant and profitable historical associations. From this port North America was discovered by the Cabots. It was the port to send out the first steamship that crossed the Atlantic to introduce the great enterprise of ocean navigation. It was the first port to

send out iron steamships. It stands first in natural advantages as a steam port; but her advantages have not been properly worked out. The port has been supplanted in business by other positions less favorable, but sustained by local influences and capital. Bristol was for a long time the rival of Liverpool; but the cotton trade and slave product made Liverpool, while it injured Bristol. The abolition of slavery in the West Indies seriously injured the invested interest of Bristol, while the cotton trade with our own southern States, held as a monopoly by Liverpool, gave great prosperity to the latter port. As the tides have now turned, it is Bristol's opportunity to make out of free labor and bread trade with the United States more than Liverpool ever made out of her slave-grown cotton. And Bristol is preparing to improve that opportunity. Arrangements are already completed for, and, I think, the work has commenced on extensive docks at the mouth of her river, which will give ample accommodations to steamships for any part of the world. The lack of accommodation for the largest class of ocean steamers has been the cause of her depression. In a few years these docks will be completed, and it is presumed that several lines of steamers will at once be established from this port.

The Bristol people are earnestly looking for a line of weekly steam packets between their port and some port of the United States as the most important of all. The condition of the shipping interest and steam navigation in the United States should urge our capitalists to consider this point. We have now but three or four of all the large number of ocean traversing steamers. That line of trade is passing out of our hands into the hands of those who were the chief patrons of the Alabama and such like ships, who aimed to destroy our commerce to make room for this very kind of business out of which they prosper. It seems to me that public policy should favor the establishment of new lines by our own capitalists, and Bristol would be wisely chosen as the best port of destination.

DECEMBER 31, 1866.

Statement showing the description and value of the exports from Bristol to the United States during the several quarters of the year ended September 30, 1867, (compiled from official returns.)

Description.	Place of production.	Value.	In U. States currency.
		£ s. d.	
Lines, twine, nets, & wrapping.....	Bridgeport.....	2,057 16 7	
Cobalt and other chemicals.....	Bridgewater and Bristol.....	144 8 3	
Clay pipes.....	do.....	143 15 0	
Bath brick.....	Bridgewater.....	232 18 10	
Sulphur ore.....	Newfoundland.....	99 7 5	
Glass bottles.....	Bristol.....	187 15 0	
Wines.....	Ultra Mare.....	501 7 0	
Books.....	Bristol.....	121 0 1	
Hair seating.....	Castle Carey.....	453 7 8	
Flour, oil, and cloth.....	Bristol.....	141 6 3	
Wadding.....	Crewheme.....	151 5 3	
Iron cistern.....	Bristol.....	192 14 8	
Machinery and hardware.....	do.....	137 10 2	
Sundries.....	do.....	101 16 1	
Total.....		4,666 8 3	\$22,585 50
Total for quarter ended March 31, 1867.....		4,077 4 3	19,733 74
Total for quarter ended June 30, 1867.....		3,465 9 4	16,772 93
Total for quarter ended September 30, 1867.....		2,674 6 8½	12,943 83
Grand total.....		14,883 8 6½	*72,036 00

FALMOUTH—A. FOX, *Consul*.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of the exports from Falmouth to the United States during the several quarters of the year ended September 30, 1867; also of the countries whither sent and where produced, (compiled from official invoices.)

Description and quantity.	Whither sent.	Where produced.	Quantity.	Value, including cost and charges.
			<i>Tons.</i>	
China clay.....	United States....	Falmouth	321½	\$2,721 90
Machinery, yarn, and cotton.....	do	do		383 83
Total quarter ended December 31, 1866.....			321½	3,105 73
Total quarter ended March 31, 1867.....			463½	4,036 99
Total quarter ended June 30, 1867.....			1,076½	9,944 88
Total quarter ended September 30, 1867.....			581½	5,146 93
Grand total.....			2,443½	22,234 53

NEWCASTLE—G. MITCHELL, *Consular Agent*.

JUNE 30, 1867.

Statement showing the description and value of exports from this port to the United States, for the quarters ended June 30 and September 30, 1867, (compiled from invoice book.)

Coal.....	\$17,790
Total for quarter ended June 30, 1867.....	17,790
Total for quarter ended September 30, 1867.....	3,453
Total for six months.....	21,243

CARLISLE—EDWARD G. CASTLE, *Commercial Agent*.

JUNE 30, 1867.

Statement showing the description and value of exports from Carlisle to the United States for the quarter ended this day.

	£	s.	d.
Dyed cotton.....	4,108	4	0
Linen thread.....	2,143	0	8
Total.....	6,251	4	8
Total for quarter ended September 30, 1867.....	9,601	18	0
	15,853	2	8

HUDDERSFIELD—T. STEVENSON, *Consul*.

THE HUDDERSFIELD TRADE.

In giving a resumé of the course of trade for the past year in the Huddersfield district, we find it very difficult to particularize any month or months. Where there has been an extra amount of business done, buyers generally have only bought what they required for immediate consumption.

Our fine woollen coating and trowsering makers have found it more difficult to take orders from samples than for many years back, and many mills in this class of goods have had to run short time. Low and medium union doe-skins,

and low tweeds, &c., particularly those sold in the Cloth Hall, have felt the great depression of trade in this district. Sale yarns composed of all wool, or wool and cotton, principally sold in Scotland, and which has for some years back given employment to a great many mills, and has been one of the most important branches of the Huddersfield trade, has also fallen off. The demand formerly was so great that the manufacturers had to work day and night, but this year they have been working short time, and at present about three-quarter days per week in the average.

The shipping houses have had quite as much reason to complain as the home-trade houses. The American trade has almost fallen down to nothing. Before the war, and partially after, it was one of our largest markets, but the enormous number of woollen mills built during the war, and still in existence, are pushing woollen goods into auction at almost any price. Woollen goods have been returned to this country from the New York custom-house, and some have been shipped to Canada for sale from the same source. There has not been the amount of business done in Canada as in former years, some large buyers not visiting us at all, and those who have come into the market have bought very sparingly. The importation of woollen goods to the Australian markets from this district has not been so large during the past year as in previous years.

Among the continental countries, France has been one of our best customers, and but for the temporary misunderstanding between France and Prussia, and again between France and Italy, (which put a considerable stop to business,) no doubt a much larger trade would have been done with them; but later on in the season they took a very fair quantity of goods, especially in heavy woollens, principally of the ordinary class.

We cannot point out any single branch of industry that has been better employed than another, and we are compelled to give a gloomy report of the trade of this neighborhood for the past year.

NOTTINGHAM—F. G. RAWSON, *Consular Agent*.

MARCH 31, 1867.

Statement showing the description and value of exports from Nottingham to the United States during the quarter ended this day, (compiled from invoice book.)

Description.	Value.
	£ s. d.
Lace	59,238 18 1
Merchandise	7,943 4 10
Hosiery	50,359 8 7
Salted skins	10,138 13 0
Unbleached	3,554 19 8
Elastic	8,771 0 6
Laces and hosiery	3,050 11 4
Millinery and muslins	1,002 6 2
Earthen ware	1,214 11 0
Machinery	433 4 9
Linen, &c.	561 5 0
Manufactured goods	986 5 8
Sundries	1,106 19 7½
Total for quarter ended March 31, 1867	148,361 8 2½
Total for quarter ended June 30, 1867	91,926 7 10½
Total for quarter ended September 30, 1867	173,699 7 4½
Total for nine months	413,987 3 4½

SHEFFIELD—GEORGE J. ABBOT, *Consul*.

JULY 9, 1867.

I transmit herewith a tabular statement showing the character of the goods, and also their value, exported to the United States, of which the invoices have been verified in this consulate during the quarter ended June 30, 1867.

The total amount of shipments during the quarter was £307,626 10s. 5½d.; and in the preceding quarter was £359,036 16s. 4¾d.; thus showing a considerable decline in the business of Sheffield with the United States.

Exports from Sheffield to the United States during the first six months of 1864, 1865, 1866, and 1867.

	£	s.	d.
First six months of 1864.....	521,512	00	11
First six months of 1865.....	314,067	08	00
First six months of 1866.....	699,715	19	03
First six months of 1867.....	666,613	06	10
Total.....	2,201,908	15	00
Total in dollars.....	\$10,657,237	95	

Exports from Sheffield to the United States during the three months ending June 30, 1863, 1864, 1865, 1866, and 1867.

	£	s.	d.
Second quarter of 1863.....	112,720	00	03
Second quarter of 1864.....	254,667	10	04½
Second quarter of 1865.....	178,176	18	10
Second quarter of 1866.....	345,822	00	04½
Second quarter of 1867.....	307,626	10	05½
Total.....	1,199,013	00	4½
Total in dollars.....	\$5,803,222	98	

Tabular statement of goods shipped to the United States from Sheffield during the quarter ending June 30, 1867.

Months.	Steel.	Cutlery.	Files.	Saws.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
April.....	56,290 19 8	17,877 14 9	9,712 12 8½	2,403 6 10
May.....	72,232 17 4	16,191 3 8½	10,565 4 6½	1,370 18 10
June.....	68,945 9 11	17,119 2 5	8,994 2 6½	2,537 17 6
Total.....	197,469 6 11	51,188 0 10½	29,271 19 9½	6,312 3 2

Months.	Tools.	Plated goods.	Miscellaneous goods.
	£ s. d.	£ s. d.	£ s. d.
April.....	1,571 10 0½	644 11 5	5,594 19 11
May.....	1,825 10 11½	595 13 7	7,340 3 6½
June.....	1,098 9 4½	230 14 10½	4,483 5 11½
Total.....	4,495 10 4½	1,470 19 10½	17,418 9. 5½

Total amount of shipments in April.....	94,095 15 3½
Total amount of shipments in May.....	110,121 12 6½
Total amount of shipments in June.....	103,409 2 7
Total.....	307,626 10 5½
Total in dollars.....	\$1,488,912 36

AUGUST 28, 1867.

I have the honor to transmit herewith, agreeably to the provisions of law, in the consular regulations, a transcript of the invoice book kept at this office for the quarter ended June 30, 1867.

I append a statement showing the declared value of invoices of goods shipped to the United States, and verified at the consular office at Sheffield during the corresponding quarters of 1863, 1864, 1865, and 1866, and also a statement of the fees received during the quarter ended June 30, 1867.

Summary statement showing the amount of goods, of which the invoices have been declared at Sheffield, shipped to the United States during the six months ended—

	£	s.	d.
June 30, 1864.....	521,512	00	11
June 30, 1865.....	314,067	08	00
June 30, 1866.....	699,715	19	03
June 30, 1867.....	666,663	06	10

Summary statement showing the declared value of invoices of goods shipped to the United States and verified at the consular office at Sheffield, in the quarter ended—

	£	s.	d.
June 30, 1863.....	113,720	00	03
June 30, 1864.....	254,667	10	04½
June 30, 1865.....	178,176	18	10
June 30, 1866.....	345,822	00	04½
June 30, 1867.....	307,626	10	05½

AUGUST 30, 1867.

I transmit herewith a tabulated statement of the local exports of Great Britain during the month of July, 1867, and for the corresponding month of 1866, and for the seven months of 1867, and the corresponding seven months of 1866; also, a table which I have prepared showing the local exports from Great Britain to the United States during the same periods, and the character of the goods which were thus exported.

Statement of local exports from Great Britain to the United States.

Kinds of goods.	Months ended July 31—		Seven months ended July 31—	
	1866.	1867.	1866.	1867.
Cutlery and surgical instruments.....	£23,162	£19,863	£168,706	£140,268
Edge tools and agricultural implements.....	6,506	8,873	62,046	56,859
German silver, Britannia metal, &c.....	51,770	35,968	397,096	289,713
Pig and puddled iron.....	16,350	26,412	173,701	207,535
Bar, angle, bolt, and rod iron.....	39,636	39,410	321,584	217,539
Railroad iron of all sorts.....	51,001	95,477	486,281	808,380
Castings.....	711	2,604	10,265	7,115
Hoops, sheets, and boiler plates.....	20,376	49,373	187,839	196,987
All sorts of wrought iron.....	19,864	11,312	137,558	81,797
Unwrought steel.....	66,608	47,600	388,956	383,421
Total.....	295,984	327,892	2,334,032	2,389,614

Declared value of goods exported to the United States from Sheffield during the above periods.

	£	s.	d.
Month ended July 31, 1866.....	113,659	1	4
Month ended July 31, 1867.....	115,587	2	5½
Seven months ended July 31, 1866.....	813,375	0	7
Seven months ended July 31, 1867.....	782,250	9	3½

Declared value of British and Irish produce exported from the United Kingdom to the United States during each of the last fifteen years.

In 1852.....	£16,567,737	In 1860.....	£21,667,065
In 1853.....	23,658,427	In 1861.....	9,064,504
In 1854.....	21,410,369	In 1862.....	14,327,870
In 1855.....	17,318,036	In 1863.....	15,344,392
In 1856.....	21,918,105	In 1864.....	16,708,505
In 1857.....	18,985,939	In 1865.....	21,227,956
In 1858.....	14,491,448	In 1866.....	28,484,146
In 1859.....	22,553,405		

Tabular statement showing the description and value of the exports from this port to the United States for the several quarters of the year ended September 30, 1867.

Description.	Value including costs and charges.	In U. S. currency.
	£. s. d.	
Steel, iron, nails, hardware, cutlery, anvils and tools.....	366,276 11 2½	
Bessemer rails.....	36,364 3 3	
Locomotive ties and crossings.....	3,306 13 5	
Grindstones.....	267 5 3	
Spectacles and optical goods.....	1,174 11 10	
Britannia and plated goods.....	2,002 14 8	
Sporting guns and shooting tackle.....	1,354 11 3	
Twine.....	473 12 4	
Salted hides.....	3,572 9 0	
Cotton web seating.....	1,892 3 8	
Sundries.....	1,129 10 4	
Total.....	417,814 6 2½	\$2,022,221 30½
Total for quarter ended March 31, 1867.....	359,036 16 4½	1,737,738 33½
Total for quarter ended June 30, 1867.....	307,626 10 5½	1,488,912 44½
Total for quarter ended September 30, 1867.....	340,456 18 10½	1,647,811 75
Total for year 1867.....	1,424,934 11 10½	6,896,683 83½

OCTOBER 5, 1867.

I have the honor to enclose herewith tabular statements exhibiting the declared value of goods shipped from Sheffield during the month of September last, and of the corresponding months in former years; also for the quarter which has just expired, and for corresponding quarters in preceding years, and for the nine months of the present year, with the corresponding period in former years.

Declared value of goods shipped from Sheffield in the month of—

	£	s.	d.
September, 1863.....	68,660	10	04
September, 1864.....	41,249	07	06
September, 1865.....	71,010	11	01
September, 1866.....	121,319	07	07
September, 1867.....	105,480	08	05½

Declared value of goods shipped from Sheffield in the quarter ended—

	£	s.	d.
September 30, 1863.....	193,270	04	00
September 30, 1864.....	167,630	18	06½
September 30, 1865.....	197,569	13	08
September 30, 1866.....	357,839	10	04½
September 30, 1867.....	340,456	18	10½

Declared value of goods shipped from Sheffield in the nine months ended—

	£	s.	d.
September 30, 1864.....	689,142	19	05½
September 30, 1865.....	511,637	01	08
September 30, 1866.....	1,057,655	09	07½
September 30, 1867.....	1,007,120	05	08½

OCTOBER 14, 1867.

I have the honor to transmit herewith the reports of Mr. George P. Kebler, the United States consular agent at Huddersfield, for six months ended September 30, 1867.

These reports show, as will be seen from the tabular statement annexed hereto, a very considerable decrease in the declared value of goods shipped to the United States during the past six months as compared with the corresponding period of last year.

This decrease was to be expected, as I informed the department in a former despatch, subsequent to the passage of the so-called wool tariff in March last.

I am informed by the consular agent that there is so little demand for woollen goods, which is the staple trade of Huddersfield, that many of the works for the manufacture of such goods in the neighborhood have been closed or are working on short time.

Declared value of goods shipped to the United States from Huddersfield during the quarter ended—

	£	s.	d.
September 30, 1863.....	113,685	14	11
September 30, 1864.....	58,566	4	6
September 30, 1865.....	151,157	4	4
September 30, 1866.....	192,354	19	2
September 30, 1867.....	80,771	7	8

Declared value of goods shipped to the United States from Huddersfield during the six months ended—

	£	s.	d.
September 30, 1864.....	206,069	7	11
September 30, 1865.....	210,379	14	3½
September 30, 1866.....	332,130	17	10
September 30, 1867.....	121,796	19	8½

Declared value of goods shipped to the United States from Huddersfield during the nine months ended—

	£	s.	d.
September 30, 1864.....	388,885	12	4
September 30, 1865.....	272,134	13	7½
September 30, 1866.....	494,918	11	1
September 30, 1867.....	199,753	0	9½

Declared value of goods shipped from Huddersfield to the United States during the year ended—

	£	s.	d.
December 31, 1864	423,212	4	6½
December 31, 1865	448,812	8	3½
December 31, 1866	608,562	1	11½

Declared value of woollen and worsted manufactures, cloths of all kinds, of wool unmixed or mixed with other materials, worsted stuffs, shipped to the United States from Great Britain.

In eight months of 1866	£3,472,152
In eight months of 1867	2,127,865

OCTOBER 16, 1867.

I have the honor to transmit herewith the transcript of the invoice book kept at this office, agreeably to the provisions of law and the consular regulations, for the quarter ended September 30, 1867.

The tabular statements hereto appended exhibit the declared value of goods exported to the United States during the last quarter and corresponding quarters of former years.

A second table exhibits in a similar manner the shipment of goods during the first nine months of this and former years.

A third table shows the kind of goods, and their value respectively, which are sent from Sheffield.

A fourth table exhibits the declared real value of British and Irish produce exported from the United Kingdom to the United States during each of the last fifteen years. I take this table from the fourteenth number of the statistical abstract for the United Kingdom, which has just been published.

Another table, from the same source, exhibits the real value of imports from the United States, compiled from the same source.

OCTOBER 5, 1867.

Declared value of goods shipped from Sheffield during the month of September for the years—

	£	s.	d.
1863	68,660	10	4
1864	41,249	7	6
1865	71,010	11	1
1866	121,319	7	7
1867	105,480	8	5½

Declared value of goods shipped to the United States from Sheffield during the quarter ended—

	£	s.	d.
September 30, 1863	194,270	4	0
September 30, 1864	167,630	18	6½
September 30, 1865	197,569	13	8
September 30, 1866	357,839	10	4½
September 30, 1867	340,456	18	10½

Declared value of goods shipped to the United States from Sheffield during the first nine months ended—

	£	s.	d.
September 30, 1864	689,142	19	5½
September 30, 1865	511,637	1	8
September 30, 1866	1,057,555	9	7½
September 30, 1867	1,007,120	5	8½

Declared value of British and Irish produce exported from the United Kingdom to the United States during each of the last fifteen years.

In 1852	£16,567,737	In 1860	£21,667,065
In 1853	23,658,427	In 1861	9,064,504
In 1854	21,410,369	In 1862	14,327,870
In 1855	17,318,036	In 1863	15,344,392
In 1856	21,918,105	In 1864	16,708,505
In 1857	18,985,939	In 1865	21,227,956
In 1858	14,491,448	In 1866	28,484,146
In 1859	22,553,405		

Real value of total imports from the United States into Great Britain, compiled from the fourteenth number of the statistical abstract for the United Kingdom.

In 1854	£29,795,302	In 1861	£49,389,584
In 1855	25,741,752	In 1862	27,715,157
In 1856	36,047,773	In 1863	19,572,010
In 1857	33,647,227	In 1864	17,923,648
In 1858	34,257,515	In 1865	21,624,125
In 1859	34,294,042	In 1866	46,852,284
In 1860	44,727,202		

Computed real value of the registered imports of gold and silver bullion and specie into the United Kingdom from the United States.

In 1858	£4,811,772	In 1863	£8,147,524
In 1859	9,672,981	In 1864	7,634,940
In 1860	4,792,582	In 1865	4,534,560
In 1861	66,683	In 1866	10,245,583
In 1862	10,064,162		

Quantities of raw cotton imported into the United Kingdom from the United States.

	Pounds.		Pounds.
In 1852	765,630,544	In 1860	1,115,890,608
In 1853	658,451,796	In 1861	819,500,528
In 1854	722,151,346	In 1862	13,524,224
In 1855	681,629,424	In 1863	6,394,080
In 1856	780,040,016	In 1864	14,148,064
In 1857	654,758,048	In 1865	135,832,480
In 1858	833,237,776	In 1866	520,057,440
In 1859	961,707,264		

Average price of raw cotton exported from the United States into Great Britain.

	Per cwt.				Per cwt.		
	£	s.	d.		£	s.	d.
In 1854	2	13	7	In 1860	3	0	4
In 1855	2	15	5	In 1861	3	12	5
In 1856	3	0	8	In 1862	10	2	4
In 1857	3	13	9	In 1863	11	5	8
In 1858	3	6	11	In 1864	13	11	0
In 1859	3	5	10	In 1865	9	18	6

Computed real value of raw cotton imported into Great Britain from all countries.

In 1854.....	£20,175,395	In 1861.....	£38,653,398
In 1855.....	20,848,515	In 1862.....	31,093,045
In 1856.....	26,448,224	In 1863.....	56,277,953
In 1857.....	29,288,827	In 1864.....	78,203,729
In 1858.....	30,106,968	In 1865.....	66,032,193
In 1859.....	34,559,636	In 1866.....	77,521,406
In 1860.....	35,756,889		

Quantities of wheat and wheat meal and flour imported into Great Britain from the United States.

	Cwt.		Cwt.
In 1852.....	5,369,385	In 1860.....	9,315,125
In 1853.....	6,894,339	In 1861.....	15,610,472
In 1854.....	5,023,342	In 1862.....	21,765,087
In 1855.....	1,933,750	In 1863.....	11,869,179
In 1856.....	9,158,630	In 1864.....	10,077,431
In 1857.....	4,651,018	In 1865.....	1,498,579
In 1858.....	4,782,785	In 1866.....	986,229
In 1859.....	430,504		

Quantities of maize imported into Great Britain from the United States.

	Cwt.		Cwt.
In 1852.....	717,716	In 1860.....	1,844,289
In 1853.....	1,002,103	In 1861.....	7,385,717
In 1854.....	4,121,142	In 1862.....	6,511,718
In 1855.....	2,882,760	In 1863.....	4,548,386
In 1856.....	4,289,447	In 1864.....	294,263
In 1857.....	1,769,546	In 1865.....	1,766,305
In 1858.....	1,692,583	In 1866.....	6,953,811
In 1859.....	14,417		

Tabular statement of the description and declared market value of goods shipped to the United States from Sheffield during the quarter ended September 30, 1867.

Months.	Steel.		Cutlery.		Files		Saws.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
July.....	66,794	2 0	26,192	13 4	13,481	10 8½	1,968	1 5
August.....	66,544	18 11	28,023	13 11½	11,636	15 0½	2,236	9 2
September.....	52,781	6 11	21,349	9 0½	10,067	4 1	1,749	3 6½
Total.....	186,120	7 10	75,562	16 4	35,185	9 10	5,953	14 1½

Months.	Electro-plated goods.		Tools.		Miscellaneous goods.	
	£	s. d.	£	s. d.	£	s. d.
July.....	74	7 6	1,459	17 6½	5,616	9 11½
August.....	486	19 5	2,088	3 6	8,372	7 11½
September.....	58	5 6	2,005	4 3	17,469	15 1½
Total.....	5,553	5 3½	619	12 5	31,458	13 0½

Total amount of shipments in July, 1867.....	£	s. d.
Total amount of shipments in August, 1867.....	115,587	2 5½
Total amount of shipments in September, 1867.....	119,389	7 11½
	105,480	8 5½
Grand total.....	340,456	18 10½

OCTOBER 30, 1867.

In a parliamentary blue book, which has recently been published, there are tables showing the declared real value of British and Irish produce exported from the United Kingdom to various countries and British possessions during the last 15 years. From these tables and the books of this office I have prepared the following statements:

It is surprising to find how large and constantly increasing is the trade of Great Britain with the United States.

The value of British and Irish produce exported to the United States in 1852 was £16,507,737. In 1857, £18,985,939.

In 1860, the year before the commencement of the late war, the exports to the United States had risen to £21,667,067.

During the existence of the war the exports fell a little below what they were in 1852, when they were £16,507,737; but in 1865, the year in which the war closed, the exports rose to £21,227,956; and in 1866 to £28,484,146.

This was the largest amount ever before exported to the United States, and nearly double the amount exported in 1858.

The exports this year, 1867, to the United States will be somewhat less than in 1866, though not so much as has been represented. Still the amount will be greatly in excess of what Great Britain exports to any other country.

The United States take from Great Britain twice as much as Hanover and the Hanse Towns, about two and a half times as much as France, three times as much as Holland, five times as much as China, seven times as much as Canada, and more than ten times as much as Belgium, Russia, Portugal, and Spain. During the last four years Great Britain has sold to the United States of steel and iron never less than £1,500,000 per annum; and last year, 1866, she exported to the United States £1,681,992, of which more than one-third was sent from Sheffield.

The declared value of goods exported to the United States from Sheffield in the first nine months of—

1864	£689, 142
1865	571, 639
1866	1, 057, 555
1867	1, 007, 120

The following table shows the different kind of goods sent from Sheffield to the United States in the first nine months of this year:

Steel	£588, 909
Cutlery	202, 044
Files	94, 986
Saws	19, 950
Other tools	16, 753
Electro-plated goods	3, 543
Miscellaneous goods	80, 935

Total in the nine months of 1867	<u>1, 007, 120</u>
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The total amount of British and Irish produce exported to all foreign countries and the British possessions in 1866 was declared to be in value £188,827,785; of this amount the United States purchased, as stated above, £28,484,146, being nearly one-sixth as much as all the rest of the world, or more than 14 per cent. of all exports of British and Irish production.

This morning the Board of Trade returns for the month ended September 30 were issued.

The following shows the declared value of the exports of British and Irish produce and manufactures for the month of September in the last three years:

September, 1865.....	£17, 316, 681
September, 1866.....	16, 671, 078
September, 1867.....	16, 145, 584

It will be seen from this statement that the export trade exhibits a decrease over the corresponding period of last year.

The comparison between the first nine months to which the returns stand is as follows:

Nine months 1865.....	£119, 717, 377
Nine months 1866.....	141, 936, 898
Nine months 1867.....	137, 202, 497

NOVEMBER 14, 1867.

A paper was read last evening at the monthly meeting of the Sheffield association of chemists and druggists, on one of the staple productions of the United States, namely, tobacco.

The statistics which Mr. Hornby gave may, perhaps, render a report of the lecture interesting to the department, and I therefore enclose the printed slip giving the substance of the paper.

The quantity of manufactured tobacco, that is, cigars and snuff, imported into Great Britain from the United States in 1854, was 2,709,872 pounds; in 1867 3,171,906 pounds.

Tobacco unmanufactured imported in 1854 from United States, 32,492,848 pounds; in 1866 from United States, 54,374,800 pounds.

The computed value of the manufactured tobacco in 1854 was £279,755; in 1866, £538,695.

Tobacco unmanufactured in 1854 from United States, £1,068,694; in 1866, £2,101,351; which shows a very great increase in the consumption of tobacco in England.

The average price, as fixed for computing the real value in 1854, was eight pence and one farthing per pound, and in 1865 one shilling, one penny, and five-eighths of a penny per pound of unmanufactured tobacco, stemmed or stripped.

The estimated quantity of tobacco consumed by each person in Great Britain in 1854 was one pound and one-tenth of a pound, and in 1866, although the price had risen so much, it was one pound and 35-hundredths of a pound, being an increase of one-quarter of a pound for every man, woman, and child in Great Britain.

The revenue collected in Great Britain from tobacco and snuff amounted to £6,245,489 in 1865, which is nearly one-eleventh of the whole revenue of Great Britain.

Mr. Hornby stated that the duty is three shillings two and a half pence per pound.

It is very easy to be seen from this statement that the import of American tobacco would be very greatly increased, and its consumption by the people become universal, instead of being a luxury of the rich, were it not for the very heavy duty imposed upon it.

It strikes every one coming from America with surprise, where the use of tobacco is almost universal in some form or other, to find here in Great Britain the habit of chewing very rare, that of smoking cigars, or at least good ones, confined to the richer classes, and good American tobacco not much used, even as smoking tobacco, by the common people, except in very adulterated forms.

* * * * *

The usual monthly meeting of the Sheffield Chemists' and Druggists' Association was held in the Cutlers' Hall, when Mr. E. P. Hornby read a paper on tobacco.

The lecturer remarked that it appears from history tobacco must have been in use long before it became known to Europeans. Columbus found it in America, and by him it was introduced into Spain, but it was not known with any certainty in what year. In 1560 it was brought to France, and in 1586 to England by Sir Francis Drake. Turkey first knew it in the 17th century. Since that period, its cultivation and use had spread over a large portion of the habitable globe, and it was supposed that, next to tea and salt, it was the most extensively used article by man. In America tobacco was met with everywhere, and the consumption was enormous. In some parts it was so obnoxious that it became loathsome to the eye, hateful to the nose, injurious to the brain, and dangerous to the lungs. In India all classes and both sexes smoke, and so also do the Siamese and the Burmese. Even children as young as three years smoke. In China the practice was universal, and every female from the age of eight wears, as an appendage to her dress, a small silken or cotton pocket to hold tobacco and pipes; and the almost universal habit of smoking and chewing practiced in Asia gives rise to the supposition that the use and abuse of tobacco was known there long before its discovery in America. In all, there were 20 varieties of tobacco growing, and in height it was from two to six feet. The tobacco known as Virginian was what we were most acquainted with. In 1662 Virginia raised 60,000 pounds, and the quantity exported from thence in 1689 was 120,000 pounds; while the exportation from all other countries was not equal to one-half that of Virginia.

Mr. Hornby then quoted statistics showing the quantity consumed annually. During the year 1851, the consumption in England alone was 28,062,841 pounds; in 1852 it was 28,558,733 pounds; in 1853 it was 29,737,561 pounds; and in 1866 it was 36,000,000 pounds, irrespective of the large quantity of contraband which the duty of three shillings two and one-half pence per pound held out to the smuggler. In Europe the consumption was restricted by the heavy duties imposed upon it, and in the United Kingdom was said to be less than most other European countries. According to the calculation of Mr. Crawford, the average consumption of tobacco by the human race was one thousand millions of pounds, or 70 ounces per head; and the total produce, at two millions of tons, or four thousand four hundred and eighty millions of pounds, at 800 pounds per acre, would require five and a half million acres of rich land to be kept constantly under cultivation. And as a further illustration of the magnitude of the production, and one that would strike them more forcibly, taking the consumption of one quarter of wheat per head per acre, or in round numbers twenty-nine millions of quarters, weighing about six millions of tons, the tobacco raised was equal to the consumption of ten millions of our countrymen, and taking the price of tobacco at as much per pound as flour is per stone, it showed that they had only to dispense with it as a luxury, and more money would be saved than would provide food for the nation. The medical properties of tobacco were narcotic and stimulant, and the expressed oil was highly poisonous, one drop rubbed on the scalp of an infant having been known to produce death. In conclusion, Mr. Hornby said there was no doubt that the use of tobacco produced intemperance, but expressed an opinion that the influence it exercised in keeping working men at their homes counterbalanced the evil of those who visited public houses.

NOVEMBER 7, 1867.

* * * * *

In consequence of the partial failure of the wheat crop in this country, and the falling off in some branches of business, the poor have been subjected to serious inconvenience, and in some cases to actual want, for the necessities of life.

In this town, the two-pound bread loaf, which six months ago was sold at two

pence half-penny, and three months ago at three pence, and at month ago at four pence, is now sold for five pence a loaf, and the price is still rising.

The unsettled state of continental politics has also caused a rather serious advance in the corn market.

I fear, unless there should be a considerable revival of business, of which, at present, there seems little probability, there will be a good deal of suffering among the poor this winter.

Notwithstanding England is so small in extent, there is still a great deal of vacant land which is kept simply for the preservation of birds and game, and much of which is suitable for agricultural purposes. * * * *

It appears from an official statement that this year in England and Wales there are 7,941,578 acres under corn crops of all kinds; that of these 3,255,917 are wheat; that there are 4,017,790 cattle and 22,097,286 sheep.

DECEMBER 3, 1867.

I transmit herewith tabular statements showing the exports from Great Britain, and also from Sheffield, during the month of October, 1866, and the corresponding month of 1867, and also the ten months ended October 31, 1866 and 1867; also the exports from Sheffield during the month of November, 1866 and 1867, and the eleven months ended November 30, 1866 and 1867.

The decrease from Sheffield is not so marked as in the woollen districts, where there has been a very great falling off.

	£	s.	d.
Total exports from Sheffield in the month of October, 1866..	122,779	8	10½
Month of October, 1867.....	110,993	14	2½
Total exports from Sheffield during the ten months ended October, 1866.....	1,180,334	18	6
Total exports from Sheffield during ten the months ended October, 1867.....	1,118,113	19	11

Articles exported to the United States in October, 1867, from Sheffield.

	£	s.	d.
Steel.....	58,590	17	5
Cutlery.....	28,236	5	2½
Files.....	13,021	1	0
Saws.....	2,657	17	2
Other tools.....	1,991	10	3
Electro-plated goods.....	166	5	5
Miscellaneous goods.....	6,329	17	9
	110,993	14	2½

	£	s.	d.
Total exports from Sheffield in the month of November, 1866..	118,750	10	1½
Month of November, 1867.....	99,077	13	2
Total exports from Sheffield during the eleven months ended November, 1866.....	1,299,585	15	9
Total exports from Sheffield during the eleven months ended November, 1867.....	1,217,191	13	1

Exports to the United States from Great Britain during the months ended October 31, 1866 and 1867, and in the ten months ended October 31, 1866 and 1867.

Description.	Month ended Oct. 31—		Ten months ended October 31—	
	1866.	1867.	1866.	1867.
Hardware and cutlery : Cutlery (knives, forks, scissors, shears, &c.) and surgical or anatomical instruments ..	£25, 377	£17, 517	£260, 209	£195, 380
Steel and iron: Manufactures of steel or of steel and iron combined, (anvils, vices, saws, files, edge tools, cranks, slide bars, &c.,) and tools or implements of industry, other than agricultural, not wholly composed of iron or steel	6, 631	89, 977	82, 430	84, 288
German silver, Britannia metal, &c.: Manufactures of German silver, of pewter and Britannia metal, of papier maché, lamps, chandeliers and candelabras, and hardware, not specially described	65, 311	43, 153	608, 599	415, 660
Pig and puddled iron	32, 561	22, 730	250, 622	328, 781
Bar, angle, bolt, and rod iron	52, 718	38, 681	471, 585	324, 144
Railroad iron of all sorts	71, 004	57, 680	642, 226	1, 082, 314
Castings	693	449	16, 242	11, 284
Hoops, sheets, and boiler plates	41, 658	24, 340	286, 759	296, 498
Wrought iron of all sorts	19, 289	10, 402	182, 735	115, 564
Unwrought steel	63, 305	57, 343	547, 338	538, 424
Wrought copper sheets, nails, &c	2, 633	250	37, 585	14, 882
Manufactured lead	25, 862	13, 489	149, 176	124, 869
Total	407, 042	376, 211	3, 535, 506	3, 528, 488

DECEMBER 6, 1867.

* * * * *

I take the occasion to transmit herewith two or three slips in regard to the manufacture of Bessemer steel which is beginning to receive so much attention in the United States. Bessemer steel rails are being laid upon the most important railways in England, and they are almost universally adopted at railway stations, and for turn-outs and switches. Within the last six years the price per ton was thirty-nine pounds sterling. Contracts have been recently made, both in England and France, for £12 11s. 0d., and £12 8s. 0d., per ton. Iron railway bars can be obtained for about £8 per ton.

I enclose herewith a description of the steel works of Messrs. Vickers, Sons & Co. These works were only completed this year, and the latest improvements have been introduced into them. They are therefore of interest to manufacturers in the United States who are proposing to enter upon the manufacture of steel.

THE RIVER DON STEEL WORKS, SHEFFIELD, ENGLAND.

Steel is only iron, in its best and most valuable form. The chemists once considered that it was a definite chemical compound of iron and carbon, and named it carburet of iron, and Dr. Thomson believed that this contained 20 equivalents of iron to one of carbon; but we now know that we may have steel of a very wide range of carburization, and that (as absolutely pure iron is unknown) all irons, whether wrought iron, cast iron, or "steel," are equally carburets of iron, so long as the carbon is not graphitic. Steel, as we continue to call it, is not more distinctive from other forms of iron than are wrought iron and cast iron from each other; yet it is the only form of iron which is at once fusible and malleable, and it possesses, besides, the peculiar property of being greatly hardened by being heated and then plunged into water. It is not unlikely that, for nearly all purposes of construction, cast iron and wrought iron will yet become obsolete materials, and useful only for conversion into the *best* kind of iron, viz.,

"steel." And it may yet happen that we shall drop the almost meaningless term "steel," and call it "iron" only. Cast iron might then be described as crude iron or raw iron, and wrought iron as rotten iron or burnt iron, as it really is—its valuable constituent, carbon, being burnt out to an injurious extent in the toilsome and, indeed, barbarous operation of "puddling." Not alone in tensile strength, but in ductility or toughness, steel is now as much better than the best wrought iron as the latter is better than cast iron; and steel has the further advantage that it is manageable in castings or forgings of any weight, where, on the one hand, cast iron would be too brittle and too weak, and wrought iron unsafe from the danger of unsound welds and internal crystallization.

Of late years iron, whether known by that name or as "steel," has been *growing* in strength and adaptability, and it has thus attained qualities which would have been incredible twenty years ago. We now have castings, forgings, rolled bars, rails, wire, &c., made of "steel," which are, beyond all comparison stronger and tougher than iron in any other form ever known before. It is this wonderful *growth* of iron, so far as its useful qualities are concerned, that has made the metallurgy of steel so popular among non-professional men, thousands of whom are now nearly as well informed upon it as upon those more engrossing questions of ordnance and armor, upon which at least half of all the reading men in the kingdom now hold definite opinions. Bessemer's wonderful discovery turned general attention to the philosophy of iron-making, and to the beautiful combinations of which iron is capable, and it is now well understood that there are other and not less beautiful analyses and syntheses to be discovered, which will yet give to iron an intrinsic value not only greater than that of gold and silver, but far beyond anything now known of the best steel. The great secret of iron cultivation, if we may employ such a term, is that of crystallization, and this cannot long elude the grasp of the genius of metallurgy; and when we can once control the size, form, and arrangement of the crystals of iron, in all its stages of conversion, we shall have made it, in effect, a new metal.

Steel castings, made to pattern, were unknown until within the last few years; and although they are now largely and successfully produced, the art of making them is still practically confined to two establishments—one that of the Bochum Company, in Westphalia; the other the River Don Steel Works, Sheffield. The casting of very hard steel into objects of simple form presents no remarkable difficulty, inasmuch as these may be run into iron moulds, and their soundness may be insured by "feeding" the casting, after pouring, in the same manner as with ordinary iron castings in the foundry. It is an object, however, of very great importance that the steel should be the softest possible, so far as the term "soft" is understood by steel-makers. It should not have more than from $\frac{3}{4}$ to 1 per cent. of carbon, whereas very hard steel contains $1\frac{1}{2}$ per cent. Although the harder steels have very great tensile strength, they are brittle, like cutlery steel, and it has indeed been the great difficulty, in the old process of steel-making, to get rid of this characteristic brittleness by lessening the proportion of carbon. The smaller the proportion of carbon, the greater the heat at which the steel will melt, and the greater the difficulties in casting it, soundly, to complicated shapes, or indeed to any shape at all. Wrought iron contains the least carbon, say $\frac{1}{4}$ per cent. of its own weight, and cast iron contains most, or from $2\frac{1}{2}$ to 7 per cent. Between these we have steel ranging in carbon from $\frac{3}{8}$ to 2 per cent., the steel rails, of which so many are now used, containing about $\frac{1}{2}$ per cent., mild steel castings $\frac{3}{4}$ per cent., and hard cutlery steel from $1\frac{1}{4}$ to $1\frac{1}{2}$ per cent. The portion of carbon, upon which the quality of the steel wholly depends, requires nice chemical analyses for its exact determination, although it can be somewhat nearly ascertained by the color of a solution of the steel in acid, every proportion of carbon giving its own shade of brown. But a still better test is that of the specific gravity of the steel. As carbon is lighter than iron, the greater the hardness of the steel, the less its specific weight. The purest

irons have a specific gravity of about 7.895, while steel rails, as now made, have about 7.855; and the harder steels are still lighter, merely of course, because of their greater proportion of the lighter material, carbon. The harder steels have the finest grain, and we are apt, therefore, to speak of them as being more "dense" than ordinary bar iron; but the fact is that they weigh less, and are therefore less dense in the true meaning of the term.

As steel is intermediate in its proportion of carbon between cast iron and wrought iron, it may be made, as by the Bessemer process, by depriving cast iron of a portion of its carbon, or, as in the processes more commonly followed, by adding a certain proportion of carbon to wrought iron. The latter may be done either by the old process of "cementation," which is that of roasting bars of iron packed in charcoal for a fortnight together in an air-tight furnace, or by the better and cheaper process of melting wrought iron, cut into scraps, along with charcoal and oxide of manganese in a melting pot, a mode of converting iron into steel, first pointed out early in the present century by David Mushet. The old malt-kiln-looking converting furnaces are being gradually abandoned, and the best Sheffield works now melt down the wrought iron direct. At the River Don Steel Works, of Vickers, Sons & Co., there are 288 melting holes, capable of taking each two pots of either 60 pounds or 100 pounds, and 40 tons of Swedish and English bar iron are often melted down in a single day.

The quality of the steel made by any process whatever depends greatly upon its proportion of carbon, and also upon the character of its crystals, which are not altogether dependent upon this proportion, but upon the purity or otherwise of the iron used in making the steel. And it is the fact that the purest materials crystallize in the largest crystals, like frozen rain into snow flakes, or like the finest samples of sugar, which have always a larger crystal than the inferior kinds. When converted into steel, a very pure iron, unmixed with any other substance, will give a large crystal, and, if broken suddenly across, a coarse fracture; and while it is most important to keep out certain impurities, like sulphur and phosphorus, the addition of manganese appears to alter the crystallization to a much finer degree, and thus to give a finer fracture when broken suddenly, for almost any bar iron or steel will show a fine fracture, if broken gradually. As every iron founder is well aware, a mixture of irons is stronger than almost any single sample, and the same fact unquestionably holds good in steel-making, even the purest Swedish iron being improved in the strength of the steel made from it by being mixed with other irons in the melting pot.

By melting a mixture of various bar irons along with a regulated quantity of charcoal and manganese, steel of almost any desired quality may be produced. Were there no charcoal (carbon) present, the iron would be nearly or quite infusible; and the less the charcoal the greater the difficulty of fusion and of casting into sound pieces or "goods." The less charcoal, too, the less the absolute tensile strength, but the greater the toughness; and it is better to lose something in strength at a dead pull, in order to avoid brittleness, and thus to secure toughness.

We have thus sought to sketch out roughly something of the philosophy of steel, in order that the splendid and, indeed, astonishing results now achieved in steel-founding may be the better understood. The casting of twenty-two railway wheels upon a single stalk, and of a locomotive cylinder all in soft steel, could not have been credited twenty nor even ten years ago, yet these are exhibited at Paris by the Bochum Company; and Vickers's great works at Sheffield could reproduce them if required.

The first great requisite in steel-founding is that of a sufficiently refractory moulding material. Although steel, unlike cast-iron, is not "chilled" by being run into iron moulds, it would obviously be very costly to make iron moulds for a great variety of steel castings, and iron would have the disadvantage also of causing too sudden cooling on the outside, whereby the casting would often be

injured in strength. A German steel-founder, Riepe, who was the patentee also in this country of the art of making puddled steel, patented, about 14 years ago, the employment of a material for steel-moulding, which should be infusible and invitrifiable by reason of its having been already subjected to a heat greater than that of melted steel. Such a material is calcined fire-clay, and this is best obtained by breaking and grinding the old melting pots, as these last for but two or three meltings, and are then otherwise useless. This material, mixed with just sufficient fresh fire-clay to render it plastic, is now used for steel-moulding, a thickness of perhaps three-eighths of an inch being applied over the pattern, and the box then rammed with ordinary sand.

Another requisite for steel-founding, and more particularly in soft steel, is that the melting pots should be more than usually refractory, as the great heat of soft steel melting destroys ordinary and even Stourbridge clay pots in one or two meltings. Messrs. Vickers, Sons & Co. employ a special mixture for their pots or crucibles, into which plumbago enters with manifest advantage. Crucibles made wholly of plumbago are not used, only because of the belief that they give up a portion of their carbon to the steel, and thus alter its quality. Even if this opinion be well founded, it is certain that for all other melting operations plumbago crucibles are the best, and their adoption for steel-melting may yet be found possible and advantageous. The crucibles made at the River Don Works are formed wholly by machinery, at the rate of 1,000 a day, and are dried in 30 days, at a temperature above that of boiling water, so as to drive off all moisture. The drying-house is large enough to contain 30,000 pots, so that even if 1,000 a day were wanted, enough would always be ready. The pots are of two sizes—to hold 60 pounds and 100 pounds of steel respectively—and with 288 melting holes, 576 suffice for the three meltings each day, the pots being then broken up.

The contraction of steel for each degree of temperature is practically no greater than that of iron; but as steel sets at a much higher temperature, its contraction after setting is greater because of the greater range of temperature through which it must cool. This great contraction, which is greater as the steel is softer, is apt to cause the formation of cavities within the casting, or, rather, of a single cavity, known as a "pipe," and locomotive crank-axes, when improperly made, have been known to be "piped" for four feet of their length. To prevent piping, soft steel castings require a large "head," and this is, indeed, so large that in small castings it often amounts to nearly the weight of the casting itself. The "piping" in this case will go on rather in the "head" than in the casting, and even then the head must be fed with more steel, from time to time, after the casting has been poured, and the "feeding" thus amounts sometimes to nearly 10 per cent. of the weight of the casting. Only large "heads" and timely "feeding" can prevent—and they effectually prevent—hollowness in steel castings.

Finally, after casting steel to pattern, and not for subsequent forging, it should be annealed and allowed a week or so to cool.

Such are the general principles and precautions which have enabled the proprietors of the River Don Works to make large and complicated castings in soft steel, representing a most important branch of national industry, and affording new and most valuable resources to the mechanical engineer.

The River Don Works were founded by the old firm of Sanderson & Naylor, which afterwards became Naylor, Vickers & Co., and is now Vickers, Sons & Co.; (limited.) Within the last two or three years large new works have been erected at Brightside, near Sheffield, and the old works have been sold. The new works, employing 1,000 men, and extending for nearly a quarter of a mile along the Midland railway, are among the most convenient and complete in their arrangement and mechanical appliances of any works, constructed for any purpose, in the kingdom. Besides offices, warehouses, model-rooms, stables, &c.,

the works are divided into five large and separate masses of buildings, viz : 1st, that for cutting and mixing the iron for conversion and for making, drying, and storing the pots ; 2d, the melting house, with three-quarters of an acre under a single roof ; 3d, the moulding house and iron foundry ; 4th, tyre mill, smith's shop, and machine shop ; and, 5th, steam-hammer shop. These buildings are connected in all their parts by railways of both the common and two-feet gauges, and there is about a mile of sidings belonging to the works, and in connection with the Midland railway. A tank locomotive by Hawthorn & Co., of Leith, runs upon the various lines and around curves of 60 feet, or less than one chain radius, the engine having three-feet coupled wheels, spaced only five feet apart centres. The railway system is carried out, indeed, in the works to a remarkable extent. The melting house has cellars beneath it, and nearly all castings of considerable weight, with the exception of tyre ingots, are cast in boxes mounted upon railway trucks running upon lines below. One of the large annealing furnaces, standing, too, out of doors, has its hearth and door formed upon a railway truck, and the locomotive takes this hearth away with it to the casting house, and returns with the casting to be annealed, backing the furnace-bottom with the large furnace door into its proper place in the brick-work of the furnace itself. So complete is the railway system within the works that but seven horses are employed, where sixteen were worked at the old establishment within the town of Sheffield.

The hoisting apparatus is, if possible, still more complete. A horizontal pumping engine, with a double-acting pump 7 inches in diameter and 30-inch stroke, draws water from the river through a 12-inch main, 1,200 feet long, and with a lift of 20 feet, a vacuum vessel being placed near the pump to lessen the shock of this column of water when stopped at each stroke. This pump forces the water through a 10-inch main half a mile long to a reservoir upon a hill at that distance and 240 feet above the pump. This reservoir, with its embankment, occupies an acre of ground, and can be filled to a depth of 20 feet, and gives a pressure of water of 110 pounds to the square inch at the works. At this pressure the water enters the steam-boilers without any other boiler-feeding apparatus, and it works the hydraulic cranes, of which there are 17 in the works. These cranes are of great simplicity, and Mr. Edward Reynolds, the engineer of the works, has promised us drawings of them for illustration. These cranes are not only applied to the ordinary purposes of lifting and traversing weights, but in the tyre mill they are made to assist in charging the ingots or rings into the furnaces, and drawing them out when heated ready for the rolling-mill. A somewhat similar plan of handling furnace piles and blooms is now in course of adoption at Dowlais, and it deserves to be introduced into all forges and rolling-mills. The water-pressure from the reservoir is applied in various other ways of considerable ingenuity. A blowing fan was required in one of the houses where there was no engine to drive it. Instead of putting down an engine, therefore, and incurring the cost of its attendance, the North Moor Foundry Company were commissioned to make a small turbine and a Schile's fan, the former to be driven from the water under pressure, and which has an effluent velocity, after allowing for losses, of about 80 feet per second, or nearly a mile a minute. Another application of the water-pressure is still more ingenious. In the tyre mill the water thrown upon the tyres in rolling finds its way into the fly-wheel pit, which is 14 feet deep, and which has no outlet drain. To lift out this water a jet-pump or ejector is used, and this is formed like the sucking end of Giffard's injector. An eighth of an inch jet of water, under the pressure from the reservoir, or 110 pounds to the inch, is discharged within, and in the direction of a tapering nozzle of 2-inch or 3-inch diameter. The action of the jet causes a vacuum and raises the waste water from the fly-wheel pit, and discharges it where it can drain properly away. The useful effect obtained is very fair, three gallons a minute under a head of 240 feet raising,

besides itself, 37 gallons per minute from a depth of 14 feet, thus giving a ratio of useful effect of $\frac{3 \times 240}{37 \times 14} = 72$ per cent., nearly. Mr. Reynolds, who designed this elegant apparatus, has kindly promised us a drawing of it for publication.

The bar iron is assorted and cut up at one end of the works by three or four pairs of shearing machines, each worked by an independent engine. These machines were made by Davy Brothers, of Sheffield, and cut each two bars at a cut, at each end, into pieces of about one pound weight, and these are afterwards cleaned of all oxide, dirt, &c., in revolving cylinders or "rumbles." The pot-making, which we have already noticed, goes on in an adjoining building.

The melting house, built so as to admit of future extension, is 200 feet by 150 feet inside, the roof being made in 50 feet bays, and supported by but four pairs of double columns in addition to the walls. It is of the utmost importance in a melting house where large castings are to be made that every man has a clear view from his melting-hole to the place of casting, and the foreman founder should be able, in the same way, to see, from a single point, every melting-hole from which steel is to be brought for teeming. The melting house at the River Don Works is in this respect perfect, and, by an almost military organization of the workmen, a single casting of 25 tons weight may be poured from 576 pots, holding 100 pounds each, within the space of five minutes, or at the rate of one pot every half second. The pots are carried upon small barrows which admit of the workman tipping the pot without changing hands.

The melting-holes are lined, as usual, with ganister to a considerable thickness, and this has to be renewed, on an average, once a month, the heat being about the most intense known in the arts. Two and a half tons of coke are burned in melting a ton of steel, whereas a ton of iron would melt with 200 weight of coke, or one-twenty-fifth the quantity. The melting-holes are ranged in eight rows, communicating with as many chimneys, by means of a large underground flue to each row. The chimneys are each 100 feet high and seven feet square in the inside, which is smooth and parallel all the way up. This large sectional area, with the regulated admission of air to the melting-holes, insures a slow rate of ascent to the gases, and thus a strong draught, for strength of draught is best secured where the escaping gases are at a high temperature, by a large chimney in proportion to the quantity of gases entering it. The ascensional power of the gases is thus always in excess of the rate of admission, and they rise but slowly, merely because no more than a certain quantity of gases can enter the chimney within a given time to follow them up. The chimneys and the flues leading to them are, of course, lined with fire-brick, and the chimneys are bound outside with stout iron bands at short distances apart, and even these have been found no stronger than necessary to resist the expansion of the brickwork under the great heat.

Ingots for tyres are teemed, as solid cylinders, into cast-iron moulds ranged along the floor. It was once the custom to cast tyres as rings. Formed in this way they required to have a "head" often of 250 weight, or nearly equal to the weight of a carriage tyre, and this head had to be smithed off, at a considerable cost for labor, and afterwards broken up and remelted. If the ring was cast in an iron mould it tore itself open by unequal contraction, the inside remaining fluid after the outside had set; and if cast in a fire-clay mould the contraction was still irregular, and 10 per cent. of all tyre castings were "wasters." Now that tyres are cast in solid cylinders a little coned at the top, no head is required, and the ingot is teemed into a plain iron mould, and no wasters are ever made, nor do these ingots require feeding to prevent "piping," inasmuch as the centre is punched out under the hammer before forming the tyre. Castings made to pattern are run into moulds placed, as already described, upon railway trucks beneath the casting floor. These castings, of course, have large

heads as a security against "piping," and they are "fed" with a very considerable amount of steel after being poured to compensate for their contraction.

A large branch of the steel-founding department of the River Don Works is that of casting steel crossings for railways. Although sold at a higher price per 100 weight than cast iron, they are far lighter for the same strength, and they are furthermore made reversible; so that, as with a doubled-headed rail, a fresh face may be turned up after its fellow has been worn out. The immense superiority of these crossings over those of any other material has created a wide demand for them upon railways throughout the kingdom and in America. In Messrs. Vickers's model-rooms there are upwards of £2,500 worth of patterns for steel crossings alone. Some of these, made to meet special cases, as those for the Metropolitan railway, are 19 feet 6 inches long, or longer than what, but a very few years ago, was the standard length of a rail. The strength of these crossings is incomparably greater than that of chilled iron, the tensile strength of the steel of which they are made being 32 tons per square inch, while their hardness is equal, or nearly so, to that of the best chilled iron, and they do not "chip" in use. We have carefully examined some of these crossings which have been for more than two years in use near large junction and terminal stations, and we have found the wear very slight indeed, and no signs of chipping, even at the point. These crossings were undoubtedly good for two years more on the same face, and they can then be turned and wear four years more upon the opposite face. It is nearly certain, from the number and character of the railway companies who have already adopted these crossings, that no other kind will long continue to be used.

The civil engineer and engineering architect will find much in the roofs of Messrs. Vickers's works to please him. In the melting-house are plate girders of 50 feet span, made up of single lengths of angle iron and top and bottom flange iron. We hope yet to publish sections of these girders, as well as of others about the works worthy of attention. In the tyre-mill the 60 feet beams, intended to carry the steam-traveller, were rolled in one length at the Butterley works. These are not at all the heaviest beams rolled there; and after a close inspection of all the deep narrow-flanged girders, exhibited at Paris by the Commentry and Chattillon Company and other French makers, we risk nothing in saying that no mill on the continent can turn out girders to compare with the splendid broad-flanged beams rolled by Mr. Alleyne, at Butterley.

All cast steel is improved by hammering. Steel castings made to complicated patterns, or, indeed, to any pattern, cannot be hammered, however, and the value of hammering is reserved therefore for ingots intended for "shapes," as for tyres, shafts, &c. A very large portion of the business of the River Don Works consists in forging and rolling steel ingots to shape. The chief branch of this business is that of railway tyres. These are cast, solid, in iron moulds placed along the floor of the melting-house. The ingots must be as carefully as possible poured to weight, and weighed afterwards, so that there shall be hardly ten ounces difference between a dozen tyre blanks intended for the same engines or carriages.

The tyre ingots go into the steam-hammer shop, where they are heated and flattened into "cheeses," and then punched through under the hammer at the same heat. The heaviest hammer, by Thwaites and Carbutt, of Bradford, has a head of 15 tons, with 30 tons of steam pressure in addition (with 60 pounds steam) upon the top of the piston. The punching process is now common with all steel tyre "cheeses," or flattened ingots. It removes any unsound or "piped" portion of the casting at the centre, and opens the way for further rolling. Until Mr. Thomas E. Vickers's improvement upon the tyre-mill, illustrated in Engineering of September 28, 1866, (vol. ii., p. 228,) these cheeses required to be hammered out on the beak iron of an anvil in order to adapt them to the rolling-mill, of which no example could take a tyre ingot as punched by the

steam hammer with a 9-inch or 10-inch hole. The collars upon the rolls required to be so large that only an ingot well opened out could be slipped over them, and this is yet the case with all tyre-rolling mills except at the River Don Works, where, however, Peter Rothwell Jackson's mill is still retained for *finishing* tyres. The saving of a single heat upon an ingot, and of the expense which attends all steam hammering, is an important one, and, when everything is taken into account, we are disposed to believe that this costs not much less than 4*l.* per ton, or 4*s.* per cwt. At the River Don Works the ingot is heated, and then flattened and punched at one operation, as usual. The punched ring is again heated and rolled into a finished tyre at the rate of one every nine minutes, and we have ourselves watched the rolling of 17 large driving-wheel tyres, weighing 930 lb. each, in two hours and a half. With the exception therefore of the heat of the original melting in the crucibles, the material of a tyre is heated but twice, whereas at every other tyre works in the kingdom three heats are required, and of course at an increased cost. Mr. Vickers's patent mill is used only for "breaking down" or roughing out the tyre, and this it accomplishes in from half a minute to a minute, according to the size of the tyre, and the tyre then goes, at the same heat, to the Jackson mill, where it is rolled truly to size within a short space of time.

Mr. Vickers's rolling-mill is the only one in which the outer and the inner rolls are driven by separate engines. The inner roll is purposely made small, to take on an ingot punched with but a small hole, and it has not therefore sufficient adhesion of its own, and requires independent power. The outer roll is driven by a pair of overhead engines, designed by Mr. Reynolds, and having 24-inch cylinders and 3-feet stroke, while the inner roll is driven by a similar pair, except that their dimensions are exactly one-third smaller, being 16-inch cylinders and 2-feet stroke. With all its appliances of hydraulic tackle for hauling the ingot from the furnace, hydraulic cranes for lifting, &c., this is the most effective and convenient tyre-mill in existence.

The Jackson tyre-mill is driven through large and high-speed spur-gearing cast upon Mr. Jackson's system of moulding, and we have never seen large and fast running wheels working more silently.

The machine-shop, in which tyres are turned and bored, (when this is required,) wheels and axles fitted, cranks cut out and turned, &c., is of large size, and contains many modern tools of a type representing the great difference in engineers' tool practice as applied to steel and iron respectively. In all operations, by cutting tools, Messrs. Vickers make it a point to take heavy cuts, and this can only be done upon steel by tools of great hardness and durability. Steel for such tools is made by Messrs. Vickers themselves, and is known as "special steel," and it is beyond comparison the finest tool steel produced. It is made chiefly for their own use, but it is also sold, at 1*s.* per pound, or 112*l.* per ton, and none who have once tried it will now have any other. We saw it reducing the diameter of a large steel shaft one inch at a cut, feeding ten cuts per inch, with a surface speed of 9 feet per minute; and at this rate the tool requires grinding but once in three hours.

For these tremendous cuts in a material so hard as cast steel, the lathes, planing-machines, &c., are necessarily of great strength, and while the speed of the work is slow, the speed at which the driving-belts are run is high, the motion being brought down by treble instead of the ordinary double gearing. As engineers are now going largely into the use of steel, as many as possible should examine the tools provided by the steel-makers themselves for working it. The best tools at the River Don Works were made by Smith and Coventry, of Manchester, some, however, being made by Sharp, Stewart and Co. Although the working speed, or rate of cut, is so much slower than in iron, the requisite strength is much greater and this is provided by very heavy beds, strong spindles, large bearings, &c. For steel it is probable that all lathes above 12-inch

centres must be treble-gearcd, as there is a great advantage in running belts at a good speed and correspondingly low tension, thereby preventing slipping. One of the lathes, copied from a German (Bochum) pattern, is driven by a stout worm and worm-wheel. This lathe is employed mainly for cutting off the heads of castings. Among the great number of large lathes is one for boring and turning driving-wheels and tyres, and which can be employed also for polishing the bosses of driving-wheels. The ordinary working speed of the lathe and the speed for polishing bosses differ so greatly that lathes for the same purposes had been previously made with two cone pulleys, and separate gearing to each. Mr. Reynolds decided, however, to have a lathe of this kind with but a single cone pulley, of four speeds, and he managed the polishing motion by a very simple arrangement of the gearing, throwing out one pinion and throwing in another. It is not easy to make this clear without a drawing, but tool-makers as well as many mechanical engineers will fully understand the point of what we say. Messrs. Sharp, Stewart & Co. made this lathe, to Mr. Reynolds's design, and we observe that they exhibit a similar lathe at Paris, which has been well spoken of by many engineers.

In taking heavy cuts in planing steel the carriage of the planing machine is apt to be forced sideways; Mr. Reynolds therefore ordered a planing machine of Messrs. Smith & Coventry, which has no V's but only flat-sliding surfaces, with the vertical faces of the bed trued and grasped by bearing pieces on the carriage. This is an excellent machine, not only for its steadiness in working, but it can stand any side cut whatever.

The River Don Works are unique. There are other, although few, establishments in England which make steel castings; but there are none which make so many, so heavy, and so intricate castings in soft tough steel. There are none which make so many nor, we believe, so good crucible steel tyres. Vickers's tyres, or, as they have been for a few years known, Naylor, Vickers's steel tyres, are in great favor on the London and Northwestern railway, and on other leading lines, where they are found to be not only cheaper but better than Krupp's, which were at one time as soft as iron and hardly stronger. In America Vickers's tyres are widely used, and their value is freely acknowledged. The cast-steel crossings are even more generally adopted, and it is now well understood that the permanent way accounts of no line can be kept at their proper figure without them. Besides these, cast-steel axle-boxes, horn blocks, &c., for locomotives, are now known to be far better and in the end much cheaper than iron, and steel is being largely used for these purposes. Cast-steel crank-axles are, of course, beyond all question better than iron, and they are now largely although not entirely used. It is not long since, when the blocks of steel crank-throws were slotted out with a $1\frac{1}{4}$ inch groove on each side, they could be broken out by wedging once or twice to each side. Now steel cranks have been so toughened that it requires from five to seven of these wedgings through a range of $2\frac{1}{2}$ inches to break them out. We need not further describe the arrangement, machinery, and appliances of the River Don Works, for what has been given is sufficient to show that while they occupy a distinct and exclusive field of production of iron in its best form, viz., steel, they are among the most complete and mechanically perfect in the kingdom and possess appliances which enable them to produce the higher qualities of crucible steel goods at less cost than other works.

FERRO-MANGANESE.

In the history of the Bessemer process the name ferro-manganese will, under all circumstances, have an important place. The manufacture of this substance (which has now been interrupted, or perhaps finally given up, by the parties who first succeeded in making it practically and commercially) may have proved

unprofitable as far as the past and present state of the market, and of the steel manufacture, is concerned; but there can be no doubt that with the further extension of the Bessemer process, and with the application of it to the manufacture of the softest kind of steel or malleable metal, such a substance will have to be again brought into the market, and it will ultimately find its place amongst the metallurgical products of every-day use in steel making by almost all modern processes. The manufacture of ferro-manganese was commenced, at Mr. Bessemer's suggestion, by Mr. Henderson, of Glasgow, who invented and patented a process for the production of alloys of iron and manganese, containing a high percentage of the latter metal. A Siemens furnace was erected for carrying out this process at the Phoenix foundry, Glasgow, about three years ago, and the manufacture of ferro-manganese was commenced with apparently good commercial results, and certainly with the greatest success as far as the quality of the product was concerned. The metal has a price in the market depending upon its percentage of manganese, the steel makers paying 1*l.* per ton of ferro-manganese for each per cent. of pure manganese contained in it. A ton of ferro-manganese, for example, guaranteed to contain 23 per cent. of manganese, was sold at 23*l.*, and at that price it was upon a par, as far as manganese is concerned, with the average of German spiegeleisen which (containing about 7 per cent. of manganese) stood at 7*l.* in the quotations of iron merchants in this country. The mode of manufacture, according to the prescriptions of the patent laws in this country, ought to have been clearly and intelligibly described by Mr. Henderson in his final specification, but this document is one of the most remarkable articles of its kind, and defies any attempts to put an intelligible construction upon its mysterious wording. In fact, we have no hesitation in stating that this patent of Mr. Henderson's is void and illegal on account of the non-fulfilment of the first and most important condition upon which a patent is granted in England, viz., the filing of a clear and intelligible specification.

The mode of manufacture, as carried on in the Phoenix foundry, consisted in mixing carbonate of manganese—a substance obtained in soda works as one of the products of the manufacture of bleaching-powder—with an almost equal quantity of a pure calcined iron ore, also drawn from a soda works, in which it formed a kind of refuse. The original substance which yields this iron ore is a kind of iron and copper pyrites found in large quantities on the south coast of Spain. This one consists principally of iron, copper, and sulphur, and each of these elements can be obtained from it by a special process. The first operation, and the one carried out at the soda works, is the conversion of the sulphur into sulphurous and finally into sulphuric acid. The ore is for this purpose calcined, or burnt, in a current of air, which converts the sulphur into gaseous acid, and leaves the residuum of iron and copper in the shape of a porous dry mass. The operation of burning this ore is at present very largely carried out at the St. Rollox Works, Glasgow, where one of the largest and finest apparatus for the manufacture of sulphuric acid is in operation. The residue is next passed into the works of the British Metal-extracting Company (Limited)—a company formed for working some of Mr. Henderson's patents for an improved mode of extracting metallic copper from its ores. Mr. Henderson calcines his ores with a mixture of salt and sulphur. He thereby causes the separation of free chlorine gas from the salt and causes this latter to act upon the copper in the ore, which, in combination with the chlorine, forms a soluble and even a volatile substance which is drawn out in solution from the ore by means of hot water. The copper is in this manner removed in its dissolved state, and the solid matter withdrawn from this process consists of oxide of iron purified from all its admixtures, and in a state of mechanical aggregation which makes it very suitable for reduction. This iron ore, obtained as a residuum or waste product from the copper works, was the second raw material

employed by Mr. Henderson for making ferro-manganese. The two substances, viz., carbonate of manganese and oxide of iron, were mixed with charcoal powder or coke dust, and the whole mass charged without the use of crucibles into the Siemens furnace. The reduction of both metals, iron and manganese, took place simultaneously, and the percentage of manganese increased with the temperature, but not with the quantity of manganesic matter put into the charge, all surplus of the latter going into the slag, and eating through the fire-bricks of the furnace in a remarkably short time. This destruction of bricks by the chemical action of the manganese slag was in fact the great trouble and difficulty in this process. It went so far that the powder carried into the regenerators by the current of gases, and afterwards heated when in contact with the bricks, melted and destroyed even these portions of the furnace, and necessitated frequent repairs. The bottom of the furnaces was lined with coke dust and graphite, and this stood better than the exposed surfaces of the fire-bricks in the other portions. The metallic alloy of iron and manganese produced ranged in its percentage from 17 to 30 per cent. of manganese, and it was very free from other impurities. The Bessemer steel works employed it for the manufacture of the softest articles, such as boiler plates, angles, &c., but its high price prevented its use in the manufacture of rails, and consequently the demand remained smaller than was originally expected. The manufacture of this metal has, therefore, not been continued at the Phœnix foundry, and consequently this useful and valuable material does not at present exist in the market. Steel makers are now entirely dependent upon spiegeleisen for the necessary supply of manganese, and although they have succeeded in making the spiegel give sufficiently good results, there still remains an acknowledged want of a richer manganesic alloy, and this will probably make itself felt all the more when the attention of Bessemer steel makers is more largely turned to the manufacture of armor plates.

DECEMBER 31, 1867.

I have the honor to transmit herewith several printed trade circulars, and leading articles in the papers of to-day, giving an account of the general course of trade through the year, and a summary of its leading events.

It will be seen from these general reviews that the trade of Great Britain is in a depressed condition, and the prospect of improvement by no means flattering. In the language of the Times the political and commercial gloom in which the year 1867 commenced still hangs over its close.

[From the London Morning Star, January 1, 1868.]

There is one government document which always appears with laudable punctuality. Not a merchant or banker, whose clerks were at work last night, ruling up and balancing his bulky ledgers, knows more exactly this morning the figures of his year's work than any one who buys a penny paper may know the value of the nation's receipts during the year which closed a few hours ago. Is his interest general? Does he merely want to know how our income stands as compared with that of last year? Here are figures which will apprise him that while on the last quarter there is a decrease of £806,955, compared with the same period of last year—more than half of which decrease is accounted for by the remarkable falling off in the income tax item—the net decrease on the total receipts of the year is only £122,146. And if the inquirer descends to particulars, and condescends to foot-notes, he will learn that this would have been changed into an increase upon 1866 of some £380,000, had not the receipts of that year been swelled by the falling-in of half a million New Zealand bonds. But perhaps the student of the revenue returns will feel inquisitive about the different items of increase and decrease by which the net decrease on the year of £122,146 is arrived at. If so, the figures are conveniently tabulated for his

information. Customs have increased; in this department the revenue is better by £715,000 (£138,000 of which has accrued during the past quarter) than it was last year. It is the excise that figures most unfavorably. Mr. Gladstone's apprehensions that the October returns had been too favorably viewed are realized on this item by a loss on the quarter of £379,000, making the total decrease on the year £661,000. There is a loss on the quarter in all the other articles of account, except the post office, which is £40,000 to the good, and the Crown lands, which show an excess of £5,000. The decrease on the quarter in stamps is £12,000, in taxes £41,000, in income and property tax £429,000, and in miscellaneous receipts £128,955. On two of these items there is, nevertheless, a net increase on the year, stamps and taxes being better than in 1866 by £306,000 and £21,000 respectively.

On the other two items the decrease on the quarter is echoed by decrease on the year, the property tax being £192,000 worse, and the miscellaneous receipts, owing to the New Zealand bonds before mentioned, apparently £576,146 (but really £76,146) worse than in 1866. Five items, therefore, are in excess, while three show a deficit, as compared with last year, and the result will be the pretty accurate accomplishment of Mr. Disraeli's estimates in his budget speech.

Every one will have noticed one item of comparison between 1867 and 1866, presented to us in these accounts, which it is impossible to regard without very grave reflections. The income tax produced in the December quarter of 1866 £1,314,000. In the corresponding quarter, which terminated yesterday, the receipts for income-tax were only £885,000. Thus there is a diminution on the quarter, on this account, of nearly half a million of money—half a million reduction in a single quarter on a tax which produces in the whole year five millions and a half. There was an increase on some of the other quarters which somewhat lessened this decrease; and the whole amount of diminution in the receipts for property tax on the year is £192,000. But there stands the unmistakable fact that in the last quarter of 1867 the property tax yielded half a million less than in the corresponding period of 1867. The diligence of an analyst, or the insight of an expert, would be necessary to interpret this painful statement with accuracy; but if it were incapable of being softened or presented under a pleasant aspect, no one familiar with the actual circumstances of commercial men during the past year would feel much surprised. Mr. Gladstone, in his lucid observations during the Abyssinian session on the unfavorable condition of the revenue, said that a financial crisis was usually felt in reference to the excise receipts immediately after the crash, but he somewhat balanced this deliverance by observing that when loss of work and loss of pay drove the poor into difficulties they exhausted not only their savings but their credit before they began to deny themselves. Perhaps something of the same kind may be true of the incomes which come under the operation of the property tax. Whether the decrease arises from slowness in paying, or from lessened returns, it may be a proof, and, if so, it must be a startling one, of the continued injurious effect of the crisis of 1866, and its many after-claps.

These crises have not yet been fairly brought within the domain of economical science. To attempt to discuss them is to lay one's self open to the suspicion of being a crotcheteer, if not a monomaniac. Yet the orthodox who slap their breeches pockets and swear by the Bank Act, have not yet hit upon any plan for regulating monetary affairs without recurring visits of these argosies of ruin; and as each one passes over the sea of trade it leaves a longer and more trouble us wake of adversity and misery behind it. The space of time over which the results of the last crisis have extended would alone be sad enough to contemplate were not our sadness deepened by the knowledge that there is a general absence of any symptoms of recuperative prosperity. These terrible reverses may be inevitable; but we confess we should face the future, even when it began to brighten, with a more assured thankfulness and serenity if we thought philoso-

phers and legislators had done their best to equalize the vicissitudes of speculation, and to make it at once the obligation and the policy of traders to trade soundly as well as to venture spiritedly. If this were only a moral aspiration we should not obtrude it in a financial article; but we believe it to be capable of practical fulfilment by commercial legislation, and with facts and figures to prove the existence for nearly two years of panic and stagnation, it is high time the question should be seriously dealt with. People not at all bitten by currency monomania are inclined to believe that chancellors of the exchequer have hitherto viewed commercial crises too exclusively through the gold spectacles of bank directors. As to our present fiscal condition, we are reduced to that meagre and miserable form of gratitude which confesses that "it might have been worse." Or, in Mr. Gladstone's more graceful language, though absolutely the state of the revenue is discouraging, it is better, relatively to the circumstances we have been passing through, than we could at any former period have expected.

TRADE AND FINANCE IN 1867.

The year that closes to-morrow has been in no respect favorable to commerce. The usual events which succeed a mercantile crisis have been repeated. Certain differences are, doubtless, to be noted, but the main features are more or less identical. There are the same lethargy, the apparently ineradicable distrust, the entire absence of enterprise, and the consequent curtailment of trade, the effects of which, as is very well known, will be manifested in the revenue returns for the year. Political troubles have also added their weight. As in 1848 the revolutionary movements on the continent followed close on the panic of 1847, so in 1867 Fenianism and the Abyssinian war have followed close on the collapse of 1866. Apart from these questions, however, the experience of the present year will be long and widely felt. It is true that we have had no gigantic failures like that of Overend, Gurney & Co., and of other great companies, which in an instant reduce hundreds of families from affluence to poverty. Still, on the other hand, the classes affected by these calamities form but a comparatively small portion of the community. Besides, the shock, if terrible, is at least decisive. The worst is known at once, and there is none of that wearing anxiety—the "suspense worse than death"—which is far harder to be borne. In that respect the year 1867 will bear a sad pre-eminence. The holders of the hundreds of millions in railway investments have seen their property gradually wasting in value, obligations set aside which stood so high in public opinion that the most cautious trustees eagerly competed to purchase them, unknown liabilities disclosed to the extent of half a million or a million at a time; and, of course, the usual results of profitless and uncontrolled expenditure. It is hardly too much to say that for months past railway shareholders, even in the best lines, have been dreading some new revelation, some fresh scandal, against which they have never even attempted to take the trouble to guard. Their carelessness comes home to them now.

The retrospect is certainly gloomy enough, but perhaps for that very reason the future is more hopeful. Adversity, as we all know, has its uses, and among these may be reckoned the possibility, if not certainty, of the railway interest being placed upon its proper footing. Refractory shareholders are evidently intent more upon business than the old style of purposeless declamation. At the approaching half-yearly meetings we anticipate that the directors will be pretty closely questioned with regard to the amounts of temporary loans, floating liabilities, and so forth, which hitherto, at all events, have not been obtrusively shown in the accounts. Both sides, however antagonistic now, will gain in the end. Railway property, as we have often said, rests upon a solid and substantial basis; the traffic has immeasurably outstripped even the most sanguine calculations of the original promoters, and it is increasing every day.

Good administration alone is required. Hitherto this cardinal point has been neglected, and hence contractors, solicitors, secretaries, and engineers have been allowed to have too much their own way. Owing partly to the pressure of public opinion, and even more to private interest, this fault is, we may hope, about to be corrected.

One point, also, should not be overlooked. A discouragement of our internal enterprise necessarily induces the public to invest in foreign loans. There are few governments in the world who would not desire to borrow in the English market. They are sure to watch narrowly their opportunity. Hence we may account for the last proposals that have been just received on our market. We have frequently expressed our opinion upon these transactions. Nine times out of ten the money is wasted in purposeless armaments. Public improvements of all sorts used at one time to be the pretext for these operations, but of late that idea has been completely set aside.

The future is not promising. What concerns the British public more than anything else is the condition of their railway property. That is of even greater interest than the question whether half or two-thirds of the foreign governments to whom we have lent money turn defaulters or not. The present period is one of transition. Let us hope and strive that it may turn out for the best

COTTON.

The past year in the cotton trade has been, we believe, the gloomiest on record, and it had for its predecessor a year (1866) only less gloomy than itself. Though the aggregate amount of money lost in 1866 was perhaps greater than in 1867, it caused less acute distress, because it fell upon a wealthier community; but the losses of the past season, while prodigious in amount, befell a community already impoverished, and caused more cruel suffering. The record of the past year is one of monotonous decline; our monthly circulars, with one exception, have had to report continually lower prices; indeed, with two or three very brief exceptions, the decline may be said to have gone on unceasingly through the entire year. We question if any parallel could be found in commercial experience. The year 1867 opened with a sanguine feeling among cotton merchants. American cotton was quoted 15*d.* per pound for middling uplands; fair Dhollera was at 12½*d.*; a strong and general opinion prevailed that a year of scarcity was before us, and few persons looked for any very material decline. The American crop was believed to be very short; it was beyond all doubt that the season had been very unfavorable, and the current estimates from America were one and a half to one and three quarter million bales. Even on this side it was thought that two millions was an extreme estimate. The ultimate result was about 2,050,000. A great deficiency in the supply from India also seemed likely, as the amount afloat for Liverpool was only 70,000 bales against 200,000 the year before. The current estimates of import into Great Britain for the year were 3,200,000 to 3,400,000 bales, and as the import of 1866 was 3,750,000 bales, and the average price maintained for that year was fully 15*d.* for middling American, it was concluded by many that at least an equally high average should be maintained in 1867; not a few even looked for a considerable advance say to 18*d.* for middling uplands. We recall these opinions in order to show how unforeseen were the disasters that followed. The receipts at the American ports during January and February were larger than people had expected and were not consistent with the short estimates of crop. This caused depression in the Liverpool market, and trade in Manchester grew exceedingly bad. Spinners resorted to "short time" on a considerable scale, and prices in Liverpool slowly declined to 13*d.* for middling uplands by the end of March. In April a new cause of depression appeared. An angry controversy arose between France and Prussia relative to the possession of the fortress of Luxem-

bourg, and for some time war seemed imminent. This coinciding with very heavy imports into Liverpool and extreme depression of trade in Manchester produced quite a panic in the market and prices fell to $10\frac{1}{4}d.$ for middling uplands on the 24th of April. The success of our government in convening a congress to settle the Luxembourg question in a great measure removed the fear of war, and a sharp reaction followed which carried middling uplands to $12d.$ per pound for a single day; but when the excitement was spent it fell back to $11\frac{1}{2}d.$ and remained about that point, without material variation, during May and June. These were the steadiest months of the year and the only ones during which sustained activity was exhibited in Manchester. The feeling at that time prevailed very generally that a resting point for cotton had been found and that it was more likely to advance than decline in the autumn. The failure of the great cotton houses of W. C. Watts and Co. and Fraser, Trenholm and Co. occurred in May; but their stocks of cotton were not at first pressed for sale, and the full effect of these and other important failures—such as that of Hewitt & Co.—which occurred afterwards, was not felt till a later period, when all confidence was lost and bankrupts' stocks were eagerly pressed for sale. During July the market took a turn for the worse. American cotton dropped to $10d.$ for middling uplands, and a feeling of great discouragement spread through cotton circles, business in Manchester again became very bad, and the painful effect of past losses began to show themselves more than in the earlier part of the year. During August a decline of $1d.$ per pound occurred in Indian cotton, under heavy arrivals, as usual at that season of the year; but American, with a brief rally in the middle of the month, about held its ground. September was a month of excessive depression, and prices fell $1d.$ to $1\frac{1}{2}d.$ per pound, without any assignable reason except bad trade in Manchester and the extreme weakness of cotton holders. Middling uplands touched $8\frac{1}{2}d.$ and fair Dhollera $5\frac{3}{4}d.$ October opened with continued weakness, aggravated by a heavy failure of a broker's firm, and middling uplands touched $8d.$ per pound. At this point a strong and apparently healthy reaction occurred. Manchester, for a week or two, became really active and buoyant, encouraging news from the east led to a large business in India and China fabrics, and heavy contracts were given out for future delivery. For two weeks spinners bought largely, and prices reacted $1d.$ to $1\frac{1}{4}d.$ per pound from the bottom, bringing middling uplands to $8\frac{7}{8}d.$ and fair Dhollera to $7d.$ The stock was now decreasing rapidly and was certain to run down fast till the end of the year, and there seemed a reasonable probability that a solid foundation had at last been reached; but this, like all the previous ones, proved to be delusive. "The Italian difficulty" took the field, and for some weeks Europe was kept on tenter-hooks about the solution of the Roman question. War for a time seemed imminent between France and Italy, but the defeat and dispersion of the Garibaldian bands and the unwilling acquiescence of Italy in French intervention removed for the time the chance of a rupture. Cotton, however, declined continuously till the end of November. The picking season in America was fine, the accounts of the growing crop became highly favorable, and the first receipts were pressed for sale at the ports, and no sooner purchased than they were sold to arrive by the frightened holders at $\frac{1}{2}d.$ or more below the prices ruling on the spot. This last feature has characterized the market ever since, and has done more than anything else to undermine confidence and pull down the Liverpool market. By the end of November middling uplands had fallen to $7\frac{3}{8}d.$ and fair Dhollera to $5\frac{1}{8}d.$ December opened with a brief rally, but Manchester giving no response, it was immediately lost, and a depressed tone has since prevailed, aggravated towards the end of the year by large receipts at the American ports. A continued pressure to sell has been shown by holders, and the year closes with middling uplands worth $7\frac{1}{8}d.$ per pound against $15d.$ on the 1st of January, being a decline of $52\frac{1}{2}$ per cent. Fair Dhollera is worth $5\frac{1}{2}d.$ per pound against $12\frac{1}{4}d.$, showing a decline of 55 per cent. The course of Egyptian cotton throughout

the year has been somewhat different from that of other kinds. The last crop proved a short and poor one, and good staple cotton was well held till July. Fair open ginned quality, which was at 17*d.* on 1st January, was still worth 15*d.* on 1st July. After that period a panic came over the market; the trade in fine yarns in Manchester came to a dead-lock, and holders of Egyptian cotton here kept pressing their stocks till the price of fair fell to 10*d.* in September. Since then it has further declined to 7 $\frac{3}{4}$ *d.* under great pressure to sell the new arrivals. Brazil cotton throughout the year has been hard of sale and below the value it used to hold in relation to other kinds. The whole of the crop is now sawginned and the staple much deteriorated as compared with the years before the war, and no branch of the cotton trade has been worse to the importer than that with Brazil. Sea island cotton fell enormously in the first half of the year, say from 30*d.* to 20*d.* for a superior class of cotton, and sales were almost impossible to make; but, owing to the very poor prospects of the present crop, there has been some reaction in the latter part of the year and more firmness than in any other kind of cotton. The manufacturing industry of Lancashire during the past year has been sorely tried; perhaps it has been the worst year since the cotton crisis commenced, and from time to time old and respectable houses have succumbed. During the greater yart of the year the majority of spinners and manufacturers were working to a loss, or, at all events, to no profit, and at no period of the year could there be said to be a really lucrative trade. Many spinners and manufacturers, seeking to escape from these hard conditions, imported their raw material and shipped their goods abroad on their own account, with the universal result of greatly aggravating their losses. In most of the failures that occurred the principal losses were attributable to this cause. Very heavy consignments of goods in particular were made to the Indian markets, and the result for two years has been an unvarying return of loss. The poverty of the manufacturing interest of Lancashire is matter of frequent comment, and a large amount of the opulence that existed prior to the American war is now swept away. It is matter both of wonder and admiration that Manchester has stood the strain on it so well; very few failures have occurred among the merchants there, and in this respect a striking contrast is presented to both London and Liverpool. It is evident that business in the manufactured article is conducted on much sounder principles than that in the raw material. The consumption of cotton during the past year has been large, reaching 49,086 bales per week, against 46,854 bales the previous year; but this great development has been in the latter half of the year and especially in the last three months. The vast reduction in the cost of the raw material is at last producing the natural result of expanding the consumption, and it is believed that it is now nearly as large as in the year 1860. In that year the actual consumption of Great Britain was estimated at 48,500 bales per week, weighing, on the average, 425 pounds; it would require a consumption of 55,000 bales per week of the lighter average we are now accustomed to to equal that of 1860, and we fully believe that the present amount cannot be estimated at less than 52,000 bales per week, with the probability of soon reaching 55,000 bales per week, if the raw material continues cheap, and especially so if it declines further. The trade closes this year holding scarcely any stock of the raw material and very little of either goods or yarns, which must be regarded as a favorable feature. The prospects of our market for the coming year now call for a few remarks. The first point to consider is that of supply. The last American crop, made up, as it ought to be, on the basis of receipts at the ports and exports overland to the north, amounted, in round numbers, to 2,050,000 bales. This included, however, a large amount of old cotton, and the portion grown within the season was probably not more than 1,800,000 bales. This was the first crop raised under the free labor system in the south, and compares with an average crop of about 4,000,000 bales for three years before the war; but the season was very unfavorable, and probably the crop was cut short 25 to 30 per cent. that no account.

This year the season, though late, has been highly favorable. The picking season has been unusually long, and public opinion seems to have fixed upon two and a half millions as a fair estimate of crop. This would show an increase of 700,000 bales upon the growth of last season. Up to the present time the receipts at the ports have but slightly exceeded last year; but this may be ascribed to the lateness of the crop and the prevalence of yellow fever at the Gulf ports. Should the current estimate of two and a half millions be realized, the receipts must show a heavy excess over last year for some months to come. It is now understood that the existing cotton tax of $2\frac{1}{2}$ cents currency is not to be repealed till the close of this cotton season, say the 1st September, 1868, and the effect of this will probably be to induce planters to hold back some portion of the present crop in order to pass it off next year free of duty. This circumstance will be likely to make the "crop" of this season appear less than the real growth. With regard to its distribution we will assume the United States to retain the same amount for home consumption as last year—say about 700,000 bales—north of Virginia, which would leave 1,800,000 bales to be exported to Europe against 1,557,000 bales the last season. It is probable that a larger part of this surplus will go direct to the continent of Europe at the expense of the export from Liverpool. We next turn to India. Our accounts from Bombay represent the crop as promising in most districts of Western India, and the acreage under culture as nearly equal to the previous year; but we do not expect the same quantity will be shipped to this country. The growers will be very reluctant to sell their crops at 120*r.*, (equal to $4\frac{1}{2}$ *d.*, cost and freight,) which last year fetched 250*r.* to 300*r.*, and we expect the crops will be delivered slowly and a larger portion than usual be kept over the monsoon and thus withheld from England during 1868. A larger amount will also, in all probability, be shipped to China. From Calcutta we anticipate the greatest falling off, as the current prices of Bengal cotton are too low to draw large quantities to Europe. It is probable that the great bulk of it will go to China. We incline, upon the whole, to think that we shall receive from India this year 200,000 to 300,000 bales less than in 1867, or about sufficient to counterbalance the increase from America. A good deal, however, will depend upon how prices rule in the first three months of the year.

If the depression continue and prices go materially lower, we may lose an alarming proportion of our year's supply from India; but, if a brisk reaction soon occurs sufficient to create an active demand in Bombay, there will not be so large a deficit. The character of the year's business will turn very much upon this point, and it will need to be closely watched. From Egypt a moderate increase upon last year is anticipated, and in Turkey the crops are large; but no accurate information can be obtained on this point and very little Turkish cotton (Smyrna and Macedonia) now comes to this market. In Brazil cotton culture is fast extending in the southern provinces adjacent to Rio and Santos, stimulated, we understand, by a large emigration of the southern planters, but the low prices to which we have fallen will check cultivation in the districts that lie remote from the seaboard, and we see no reason to look for any material change in the import from Brazil next year. The "Rio" bags are very small and the average weight of Brazil cotton considerably less than it used to be, and this makes the quantity from that country considerably less than its appearance in the tables indicates. An import of 450,000 Brazil is only equal to about 150,000 American. From the minor sources of supply, grouped under the head West India, we expect that supplies will steadily diminish under the chilling influence of low prices. The general conclusion to which we come is that the aggregate supply of cotton to all Europe in 1868 may slightly exceed that of 1867, but we see no room for any important excess, and we think it will fall short of the supply received in 1866.—(From the Circular of Messrs. Smith, Edwards & Co., Liverpool.)

TOBACCO.

The closing year has witnessed very little fluctuation in American tobacco, and both stocks and prices are now pretty nearly what they were on the 1st January. Western strips formed the chief article of business during the early months of the year; the stock on sale being very restricted and prices low, buyers thought it advisable to secure themselves while there was any choice, and, on the other hand, holders, in the uncertainty how long the large quantity withdrawn might be kept off the market, and naturally anxious to get quit of the very common quality that their parcels consisted of, were also ready to meet buyers, and the result was a pretty general clearing out in readiness for the new import. As autumn came on they were enabled to insist on an advance from any necessitous buyer, and at last purchasing strips became anything but pleasant. The new strips had been preceded by a loud flourish of trumpets from the shippers, and at first it did really appear as if they would warrant the advanced prices that were talked of, but as the sampling progressed it became a very doubtful matter if they possessed any superiority to the former year's, except in the qualities of stoutness and condition. Color was soon found to be very scarce, and anything really bright was snapped up with readiness at good figures; holders who were in a position to offer their parcels of useful cutting quality made considerable sales, and the withdrawn stock was at the same time put on the market, so that a very good business has been done in the last months of the year. Many lots are still withheld from sale, and, as far as we can see, without any good reason. The deliveries of the year have been 4,142 hogsheads, and the stock is now 6,546 hogsheads against 6,896 last year. Western leaf, on the other hand, was very quiet till towards summer, when holders began to think that looking on for two or three years and seeing prices regularly falling had been persisted in long enough, and, as Liverpool was pretty nearly cleared out, this market at last got a chance, and from June to the end of the year there has been a heavy business for home use and latterly in low parcels for export. Some fine colory leaf in the new import has fetched fancy prices, but the quantity has been very limited. Indeed so has the total import of leaf, and the course adopted by the holders for the last two or three years has had its natural effect. While Liverpool has been selling London has been holding; and the result is the import into Liverpool of about 7,000 hogsheads against our 1,500, and holders are now glad to accept far less than they refused two years back. The stock here is stale, and has been looked over till buyers recognize the aspect of every sample with positive weariness, and nothing but concessions in price can bring it into consumption against the fresh Liverpool stock. From the very small import, the stock shows some diminution, being now 9,710 hogsheads, against 11,787 last year. Virginia strips sold very moderately till towards summer, when accounts of the superior quality of the supplies coming on and some very low sales in Liverpool made holders desirous to get on, and the market was cleared out at a very decided fall. When the new supplies were sampled, this was found to have been quite unnecessary, as shippers, whether deceived or not themselves, had certainly fearfully overrated their shipments and misled holders. The mystery with the Liverpool stock had also helped, so that when it was found that the new import was, except in freshness, far inferior to the old and that the stock in Liverpool was very limited, prices took a sudden rebound and some new sold at dearer prices than any this year, and offers have been refused this last month that we think will possibly not be repeated. Shippers may be assured that over-estimating, or rather over-describing their new shipments does a considerable present injury without any ulterior good. Deliveries, 1,288 hogsheads; stock, 1,797, against 2,048 hogsheads. Virginia leaf, for want of stock, was a dead letter till the sampling of the new supplies, and though they prove the best article of the import, it was found that the eulogy which had been bestowed on them was but very partially deserved. Much of the

import consisted of the square-handed pressed tobacco, which does very well at Somerset house, but not with manufacturers, home or foreign, who know by dire experience what they have to expect. The putters up in this may imagine that it will succeed, on the principle "*Omne ignotum pro magnifico*," but they will find that Douglas Jerrold's maxim, "As we know nothing about him we'll suppose the worst," is much truer with tobacco as well as men. Navy contracts have taken off a good deal of this stuff, but no one else will buy tobacco which he cannot properly examine, and which, if even originally good, has been spoilt by the way it has been put up. Deliveries, 1,243 hogsheads; stock, 1,790 hogsheads, against 754 last year.

Maryland.—Until lately all the import came from the continent; it was far below the consumption, and for months there was not anything decent to be met with. Latterly the supply has been much more liberal, but holders ask higher prices than ever. Ohio in quite retail demand the whole year. The business of the closing month has been good, 400 to 500 hogsheads low western leaf aken for export; the "navy" went beyond its contract and took about 120. hogsheads Virginia leaf; the trade bought all sorts—western leaf and strips, Virginia leaf and strips, and bid high for nearly all the Virginia strips on hand. Ohio sold for export at a low price; Maryland to the trade, and high offers refused for more, so that the total sales cannot be short of 1,500 hogsheads, and for western tobacco there has been a decided inclination to sell. Negrohead, with rare exceptions, is quite out of demand, and the Australian advices say that it will never recover in this market at any rate. Cavendish has other outlets, so that the deliveries maintain themselves pretty steadily.

Paraguay.—There have been no imports; the consumption and the stock have declined to next to nothing.

Java has maintained its position in the consumption in a remarkable manner, but has paid the importers very poorly; the arrivals are large this month, and the largest consumers are pretty full.

Japan has been the great substitute of the year, but, unfortunately for holders, it all came in together and deluged the market, so that buyers took the alarm, and the last parcels were placed with much difficulty. For the last three months there have been no arrivals, the stock is running down, and there is now an inquiry which cannot be supplied. As the consumption goes on this will increase, and the early imports next year will find a ready sale at good figures.

African, when bright colored, has sold readily, but other sorts have been very unsaleable, and one lot of common was all but given away.

Dutch.—Some holders determined to quit this at any price and succeeded in their object; but many others, who could not comprehend the change in the situation, have pestered buyers out of all patience, asking 50 per cent. too much and hoping to get it by dint of talking. German has been another overrated tobacco, and the prices asked for the new were far beyond its merits; however, on the growing crop doing badly there was a considerable business by concessions on both sides. From the high cost but little has been imported for cutting. The stock of Dutch, German, &c., has, however, again increased considerably and is now double the deliveries during the past year.

Turkey of all growths has sold freely and been largely used. We may mention that the names applied to the various sorts are entirely wrong, and that "Macedonian" is a perfect absurdity in the ears of the shippers, who have not the slightest idea what it is meant to describe.

Greek has been very unsaleable till lately, when some parcels have been taken for export.

In cigar tobaccos we may nearly reiterate the complaints of last year. Columbian of all sorts continues as bad as ever, and the use of it is nearly extinct in this country. Palmyra has sold readily at low prices, and has latterly shown some improvement. Esmeralda has also sold promptly; our manu-

facturers complain bitterly about the wet condition and false packing, but as exporters take it readily, complaints are of little use. Shippers must, however, remember that they lose heavily in the price, and that they will probably lose our consumption entirely unless they send it more honestly and properly put up. None can be used here till it has been sorted over and repacked, which, as a matter of course, is really paid for by the shipper in the reduced price he has to accept. Manila has been the saving of the trade, as without it the demand would have run on continental made cigars even much more strongly than it does, which is quite needless. We need not refer to the circumstances under which the large quantity was lately sold. The gentleman who advertised that no more was to be sold in Manila merely stated what he was told by his government; nor do we imagine that the authorities in Spain wilfully promulgated a falsehood; but it is certain there has been a great blunder somewhere. In our last we mentioned that 750 bales more had been sold, and that possibly the whole quantity, 10,000 quintals, might still come forward; that quantity in addition was actually offered in auction on 30th October, but there was no bid at all, and the order to stop sales is now known there. If the Spanish government choose to encourage the growth, and to let regular supplies come on somehow, either by sales there or by consignments to England, there is no doubt this tobacco would take the leading part in the consumption of the world. Havana again requires scarcely any notice. The import has been very small, and with scarcely an exception the quality has been of the most ordinary character.

Yara.—The supply has been very small; and here, as in all the other markets, the stock is down to a very low point, and prices are approaching the standard of several years back. Havana cigars have been very indifferent all the year, but every one was consoled by the promise of the fine quality of those that were being made from the last crop. When, however, they made their appearance, it was very difficult to find any improvement, except in appearance, and it seemed very doubtful if there were to be any more good cigars. Shippers persist that they will yet come on, and we are happy to say that we find some improvement in some brands out of the last steamer. There has been a very serious mischief done to cigars by the last three steamers; some cases have always arrived damaged, in many instances plainly by water, but as the outer cases do not show stains by sea-water, there is little doubt the damage has occurred by neglect on board the steamers, and we hear that action is likely to take place on the subject. It is well worth consideration whether it is not better to ship in future by way of New York, where they would certainly take more care than is done in the royal mail steamers. Manila cheroots and cigars have been slow and bad sale all the year. The retailers did not like the heavy goods, and the consumer did not like the light; at last the latter prevailed. All heavy goods went off, and now there are inquiries on all sides, and 10 to 11 pounds would fetch more than those of nine pounds per mil. One great reason of this has been the very inferior quality of the small size, but we hear there is to be an improvement in every respect, and we hope the coming year will see this article on a more satisfactory footing than it has been in 1867.

Board of Trade returns.—These returns are correct and useful so far as regards deliveries, but we must warn persons in the States and in Europe, that for the last months of the year they are worse than useless as regards imports. No tobacco is calculated till it is weighed, which is not done till it is sampled; now, as on 1st November, there were 10,000 hogsheads unsampled, and even on 1st December about 7,000 hogsheads, the imports and stocks should have this quantity added to give a true statement. It is only at the close of the year, when all the imports are weighed, or at the spring of the year, when no hogsheads arrive, that the Board of Trade returns are of use on this head.—(From the Circular of Messrs. A. B. Bremner & Co.)

WOOL.

The year 1866 closed with a quiet market and dulness in the home trade, but moderate stocks of wool, and the prospect of reasonable prices throughout the new year. The first markets in Yorkshire were rather better, but towards the end of January slackness again prevailed, and home-grown wool—which ultimately rules the prices of all low and middle class foreign—began to decline. Prices, indeed, were higher in January than at any subsequent period, and the report from week to week was constantly lower, until the end of June, when the Leicester wool fair gave a better tone to matters; but within a fortnight the buoyancy had gone, the downward process recommenced and held sway until the beginning of November, since which date the market has been steadier, though rather tending downwards; and there is still an average reduction since 1st January in all long-stapled English of about 7*d.* per pound, or if we take the prices of two years ago the decline is 10*d.* to 11*d.* per pound; in short wools it is not so great. The causes mainly are a very large clip; extreme depression in the manufacturing districts (which has existed without amelioration for upwards of 20 months) leading to short time and a reduced consumption; dulness in the home trade; bad markets abroad; general want of confidence caused by the enormous failures of the last two years; an almost prohibitory American tariff; and latterly a deficient harvest. The history of the foreign and colonial wool markets during the year has been very similar to that of home grown, and for the same reasons. Prices have constantly had a downward tendency, and are at this moment varying from 30 to 40 per cent. lower than last Christmas; long-stapled sorts, which come most into competition with English, have suffered the greatest depreciation, as Iceland, Donskoi, Oporto, Cordova, Egyptian, Persian, Turkey, &c. The supply of fine clothing wool both here and on the continent has been abundant. The import of Australian and Cape, when fully made up, as will appear in my next monthly circular, will show an increase of about 19 per cent. over that of last year; but the largest increase is in Cape and River Plate wool of the merino type; the latter, however, chiefly goes to Antwerp, and the quantity of River Plate wool offered there by auction in the four quarterly sales has been 75,000 bales, against 56,960 bales last year, or 31½ per cent. increase. At the London quarterly sales of colonial wool there have been offered 416,460 bales from the Australian colonies and New Zealand, against 358,820 bales in 1866, or 16 per cent. increase; 130,960 bales from the Cape, against 99,400 bales in 1866, or 31¾ per cent. increase. With a dull state of trade and such a plethora of stock, tied not cause surprise that at each of the quarterly sales in London colonial wool has declined in price, the series which closed on the 14th instant having gone at 3*d.* decline in the low and faulty qualities, and 1½*d.* in the best. Prices have not been lower since the notable panic year 1848, but it must be said they then sank very much below their present range. At Antwerp a similar state of things has existed for River Plate wools, and present prices both of colonial and River Plate are about 25 per cent. on an average lower than last year's end. The question arises, when are we to expect a return to higher prices, and the answer seems to be, when the demand more nearly approaches the production, either by an expansion or revival of trade, or diminished supplies. The former, it is believed, will be a slow process, after the fearful prostration of trade we have experienced; and as to the future supply, it is plain that the growth has increased in the colonies and the River Plate far beyond the requirements of the trade, and may continue to do so, unless some check be adopted; and therefore it is a question for growers to decide, whether a large clip and low prices, or a smaller one and higher rates, will ultimately pay them best; if the former, we may look for a continuance of low prices; but if the latter, I know of no better means of bringing it about than the system of boiling down superfluous stock of sheep for tallow, and probably this will to some

extent be resorted to. The large coming clip, however, will be unaffected by it, being already on its way to market; so that next season, at least, we shall have an abundant supply of fine wool, and any large increase of price seems improbable. The fancy wools, alpaca, and mohair have hung heavily on the market. The stock of alpaca in importers' hands is larger than ever known, and very considerable of mohair, prices being about 1s. 3d. per pound, or 40 per cent. lower than last Christmas.—(From the Circular of Mr. E. Buckley.)

ANNUAL TRADE REPORTS.

METALS.

To review the metal trade for the past twelve months is by no means a pleasant task. All metals, with the exception of tin, have been signalized by a continuous fall in prices since the year commenced, and all through its progress there has been but one long cry of complaint on all sides. Hopes of a better tone in the markets have been raised from time to time by a slight demand springing up for a particular article, which led, however, only to disappointment and to a further reduction from even the low prices before ruling, till we have arrived at the commencement of another year with prices of most metals at lower rates than have ever been known before. To predict what the year now opening may produce to the metal trade is impossible, but with such low prices—trade depressed for the last two years—and money at a mere nominal rate, it is but reasonable to suppose that we have seen the worst, and that we may fairly calculate upon an increased demand and better prices. Iron.—At the first quarterly meeting of the trade, prices were reduced 20s. per ton all round. Men's wages being at the same time correspondingly reduced, it had been hoped that this inevitable reduction would have produced a fair amount of business, but we were well into the quarter before many orders were forthcoming, when a slight demand sprang up for the east as well as the States; business also with Canada looked hopeful; towards the end of March, American orders became plentiful in the anxiety of merchants to have deliveries completed before the threatened increase in the tariff (which practically excluded the importation of iron into the States) came into force, and the second meeting of the trade passed off under better feelings, though the future looked uncertain. From April to June most of the works became very slack, the uneasiness produced by continental politics operating very much against the trade, but towards the close of the quarter orders especially for the East were more freely given out, American buyers were taking large quantities of hoops, and the demand for the colonies became more active. About this time, however, the hopes of the trade began to give way, as it became apparent to all that such was the state of railway finance, that all home companies would be out of the market for some time to come; this, of course, operated more against Welsh and North country makers, but it produced general depression as being likely to increase the competition for such orders as were likely to be offering, and had it not been for the demand for rails for Russia, the deliveries for which were extended well into the autumn, the financial state of our own companies must have produced a most damaging effect on the iron trade. At the third quarterly meeting, prices agreed upon in January were adhered to, though it was pretty well known that many of the masters were only too glad to enter orders far below "list price." At this period, and for some few weeks after, trade looked more hopeful; there were good orders from the east, also for China, as well as for home consumption, and as we approached the end of September makers generally had fuller order books, and at their fourth meeting were disinclined to enter into large transactions, or for delivery of anything beyond the close of the year, believing that a change for the better was at hand. This increased demand, however, proved to be

spasmodic, and with the exception of a large contract for rails for the east, trade in the past three months has been quieter than in the three previous quarters, and the year has closed most gloomily. Scotch pigs have not recovered from the wild speculation of 1866. Prices have not varied more than 3s. all through the year, and business has been but limited, the only redeeming feature being the moderate stocks held both on warrants and in makers' hands. Swedish iron has been in demand from the commencement to the close of the year. We began with a heavier stock than has been known for some time past, and which had very much depressed the market, but it was all moved off by May, and even the clearing out by one of the largest dealers of 1,500 tons at a low price failed to check the demand. Fresh markets in the east had been opened up, and for no two years previously had such a trade been done; strange, however, to say, prices never advanced beyond a few shillings, and then only for special specifications. Stocks here are now merely nominal, and we are inclined to think, taking the direct shipments into account, and the demand there has been for France, that they must be much exhausted in Sweden. So large, however, has been the trade this year, that for some months to come we must be without demand, and prices cannot consequently advance, though the Swedes show a determination to demand higher prices in the coming season; we are inclined to believe the demand will again be active about June, and that makers will then be prepared to meet it. Steel.—There has been a moderate business in Swedish steel; this article had been entirely neglected for some time past, but stocks in the east had become low, owing to their not being replenished during the past three years, and attention has again been drawn to it; prices have not advanced, but we are inclined to think that the demand at present going on will increase, and that a higher value will rule in the coming season. The government returns of iron for the eleven months ending 30th November, in the following years, are as under: Imports unwrought, 1865, 42,209 tons; 1866, 54,932 tons; 1867, 59,141 tons. Exports of all descriptions, 1865, 1,479,958 tons; 1866, 1,558,979 tons; 1867, 1,772,614 tons. Copper.—The great feature of the trade of the year was the break-up of the Smelters' Association as well in copper as in yellow metal, the former occurring in January, the latter in June. Of course the break-up in the yellow metal branch was only a sequence to that of the smelters in copper; but never could more ill-timed moments have been chosen, so far as the smelters themselves are concerned, for these dissensions in the trade. If ever combination is required, how much more so in periods of depression; the only result of the break-up has been a ruinous competition both in buying and selling ever since it occurred; the largest export business that has been done in copper in a single year has left no profit to any one. The same remarks apply equally to yellow metal, or rather more strongly, as the trade of this particular branch is in fewer hands; prices have been run down to a pitch never known before, and entirely without reason, as all the trade that has resulted through the year could have been done at 10 per cent. higher prices, but for the determination in some quarters to do business of some sort or other, and upon any terms obtainable. It is a curious state of things that though the increased quantity of copper imported from Chili has found a market, and our exports have kept pace pretty evenly with the imports, prices should have gone on drooping throughout the year. One fact we cannot overlook, and that is, that stocks are all now in first hands; consumers are getting bare, and a speculator in copper is now a "rara avis" indeed; hence the stock being more apparent, so to speak, has been an incubus that has told very much against any improvement in the market; but it cannot be doubted that had the association not been broken up, the trade would have been far healthier, and the large business transacted would have been at remunerative prices. English copper may be estimated to have fallen 8*l.* per ton since January last, and yellow metal about the same, the downward movement being checked only once during

the year, towards the middle of August, but a relapse soon occurred, and we now have a decidedly duller market than we have before experienced; some think we are to see a continuance of this low range of prices—that a race is being run by the English and Chilian smelters, and that it will be some time yet before it can be settled as to whether all the copper now received from the Welsh coast is to come to us ready smelted; others think that we are now only beginning to feel the effects of the quantities of copper produced by the chemical reduction of poor ores. From whatever causes it has been produced, there can be no denying that the trade is in a condition far from flourishing, and that the return of demand from the east, caused by the attractions of cotton having diminished, as well as a good business to other parts, so far from improving this condition, seems only to have made the competition, in a now open market, all the keener. It would be only misleading to give any opinion of the future of copper. The returns to November 30, are: Imports estimated in fine copper, 1865, 48,178 tons; 1866, 49,164; 1867, 51,626. Exports, including foreign, 1865, 36,562 tons; 1866, 37,597; 1867, 45,741. The stock of copper at the same periods was—1865, 15,701 tons; 1866, 19,715; 1867, 19,870. Tin.—This metal alone has been the exception in the general depression in the trade; the markets had been gradually improving towards the close of 1866, and early in last year there were symptoms of further firmness, which by degrees ripened into an advance altogether of 5*l.* per ton upon the prices ruling in January; the decrease in the supplies of both Banca and Straits, and the division of the Dutch sales into two half-yearly instead of one annual sale, helped the market considerably, and had the demand for plates been brisker through the autumn, we are inclined to think tin would have further advanced; as it is a slight reaction has taken place, and prices have receded 3*l.* from their highest point; the market is not, however, weak, and we are not inclined to believe in further depression. Tin plates have lost their position since the commencement of the year; the demand that then existed continued for the first six months to a great extent, especially for charcoals—the States took considerable quantities—and there was a good continental demand; prices on the whole were well maintained, notwithstanding the increased supply from the opening of new works. After June, however, the demand considerably declined, and for the last three months of the year it has fallen away entirely, the result being that we now find only the same prices ruling as were obtainable three years since. The trade in plates is decidedly in a gloomy position; the future depends entirely upon the spring demand for the States, and from accounts received up to the present period this does not promise much. We are inclined to think the make has been too much increased owing to false ideas as to the trade to be done on the closing of the American war, and that this increase must keep prices down. The home trade we believe to be bare of stock, as they have bought but sparingly through the year, but it must be a very brisk demand to bring prices to where they were when the year commenced. The total values of tin plates exported to the end of November in the following years were: 1865, 1,342,503*l.*; 1866, 1,784,851*l.*; 1867, 1,942,100*l.* Spelter.—The fluctuations in the market were but slight in the first few months of the year, prices ranging from 22*l.* to 21*l.* with a good demand, especially for export; in September the price again advanced to 21*l.* 17*s.* 6*d.*, but from this point a serious reaction took place, price going as low as 20*l.* 2*s.* 6*d.*; the cause assigned was the reported heavy purchases of ores by an English smelter and of heavy sales of spelter, to be produced by the same parties, for forward delivery; these sales being made in all directions on the continent as well as in the home markets. It is impossible to say at present what effect this increased make of English spelter may have in the market, especially as it is said ores are wanted by the Silesian smelters, if this last is confirmed it may be found that what is wanting in Silesian produce may be found ready to our hand in our own country; it will then only become

a question of quality, and we see no reason why an English smelter should not be as successful as a foreigner; at present, however, Silesian has the preference, but it may only be from prejudice yet to be overcome. The market has been remarkable from the ridiculously high prices paid for "hard," (spelter dress,) it having reached 20*l.* 10*s.* per ton owing to demand specially from Bombay, the intrinsic value of the article compared with the prices of other spelters being about 12*l.* Lead has been inactive throughout the year, and prices are 30*s.* to 40*s.* below 1866; there has been no demand either for the States or China, and as these markets were both formerly large customers, prices naturally declined. The market has still a downward tendency.

THE SCOTCH PIG IRON TRADE.

The hopes pretty generally entertained that during this year trade would show a decided recovery from the prostration caused by over speculation and the financial crisis of 1866 have not been realized. Severe losses entailed by the importation of cotton, a late and disappointing harvest, and unsatisfactory disclosures regarding the financial position of many of our most important railway companies, have, by their combined influence, checked the development of industrial undertakings both at home and abroad, and restricted business of all kinds within the narrowest possible compass. These disturbing influences have severely affected the condition of the iron trade; speculation has been dormant; consumers have confined purchases to their immediate requirements, and consequently prices obtained for pig iron, castings, and malleable iron have been by no means remunerative. The value of pig iron, good merchantable brands, has fluctuated from 51*s.* 6*d.* to 55*s.* 6*d.*, the average price of warrants being 53*s.* 6*d.* per ton. On Tuesday the market was quiet but steady—mixed numbers, 52*s.* 6*d.*; No. 1, 53*s.* 3*d.*; No. 3, 52*s.*, *f. o. b.* The production is estimated at 1,031,000 tons, and there is no immediate prospect of any material increase in the make. The local consumption of Scotch pig shows a considerable falling off, which is accounted for partly by the dull state of trade, and partly by an increased importation from the north of England. The shipments are a little larger than last year; there has been a falling off coastwise, but the increased quantity sent abroad is a gratifying proof of the continued preference given by consumers in every part of the world to Scotch brands. The stock at present amounts to 473,000 tons—226,000 are in store, and the remainder, 247,000, in makers' hands. A large portion of the latter consists of "Carron," and one or two other brands, held by the makers for comparatively high prices. Ship-building, much depressed during the earlier months of the year, now exhibits marked signs of improvement. The late unprecedented loss of shipping, and consequent advance in freightage, has created a brisk demand for new vessels, which the yards on the Clyde are in a good position to supply. There are now building 113 vessels of 112,000 tons, against 84 vessels of 70,000 tons at this time last year. It is worthy of remark that there is as great an amount of tonnage presently in course of construction as was launched throughout the whole of 1867. The stagnation now existing in the English iron trade will operate against any immediate improvement of importance here; but as stocks in consumers' hands are small, a fair demand may be looked for during spring. Meanwhile, it is satisfactory that, notwithstanding the depression which has prevailed, and the unusually large importation of about 60,000 tons of Yorkshire and 10,000 tons of hematite pig iron, the stock of Scotch has been reduced 37,000 tons during the year.

1867—1868.

In an article under the above heading, M. Peyrat writes in the *Avenir National* of yesterday as follows:

It is a miserable year that has just come to an end, and it is probably a mis-

erable year that has just begun. On whatever side we direct our view, whether at home or abroad, we only see matter for sorrow and anxiety—sorrow when we think of the past and its evil days—anxiety when we contemplate the complications and the inevitable struggles which the future has in store.

It is almost a year since a celebrated letter announced to us liberal reforms, and we had in perspective the splendors and profits of the Universal Exhibition. For so many hopes entertained, so many illusions cruelly dispersed. For liberal measures we have had the suppression of the address, the second Roman expedition, a new military law, the condemnations which for six months have rained incessantly upon the liberal and democratic press. As to the Universal Exhibition, it has been nothing but a universal deception. Business is everywhere slack, the cash in the bank exceeds £40,000,000, the winter is severe, and we receive from Lyons, Rouen, and the other great centres of our industrial and manufacturing activity the most distressing reports.

The state of other nations is not more reassuring. Affected by a wide-spread conspiracy, England, in spite of her moral force, is agitated and is disturbed at the condition of her material prosperity. Humbled and broken by our second Roman expedition, Italy is in the midst of a crisis which at any moment may pass beyond her frontiers and become general. Prussia and Russia, taking advantage of our faults and want of foresight, are cleverly advancing to their objects; the one in the East the other in Germany; Prussia paying about as much regard to the treaty of Prague as Russia to the treaty of Paris. Europe, now a vast barrack, bristles with soldiers, which leads to the ruin of the people and the bankruptcy of governments. The phantom of old coalitions rises before the imagination, and M. Gressier, the reporter of the army bill, astonished no one when he declared that war—a great war—was the only means of getting out of a position which weighs heavily on the minds and interests of men. But if we are doomed to have a war, on what conditions and with whom are we to make it? In such an event our enemies are well known; they are strong and they are numerous. But where are our allies?

We repeat it, therefore, it is a dismal year that has just closed. To find one like it we must go back to the month of December, 1831. We mistake; the December, 1851, ended more dismally than that of 1867. We then had but souvenirs and sorrows, all our hopes were wrecked; our discouragement was at its lowest ebb, and the sternest and stoutest spirits lost hope of the future. Now momentary defeats and errors no longer discourage us. If the dying year leaves us much to grieve for, it also leaves us much to console us—a public opinion which is everywhere awakened, a thirst for liberty, which is growing day by day—an irresistible expansion of the democratic feeling which makes itself manifest on all occasions. Why then be weak or out of heart?

Beside itself on account of the success of the second Roman expedition, the anti-revolutionary party believes itself sure to triumph. This is the traditional vertigo, the foolish illusion of its strength, which has always proved its ruin. The attitude of this party since the battle of Mentana reminds us of the eastern fable of Solomon, who though dead still remained upright leaning on his staff. The Genii, who believed that he was still living, continued to serve him till a worm had eaten away the staff, when the corpse fell and proved that life had departed from it for a long time.

This is the history of all old systems, of all old superstitions, of all political and religious despotisms. They make a stir and appear full of life, but it is a factitious life. The worm of the revolution has eaten them through, and the day will come, and may we see it as a final consolation and well-deserved indemnification, when it will not be necessary to overthrow them; they will fall down. Let us have courage, then; however great may be the sorrow of the past and anguish of the present, let us have confidence in the future.

THE STAPLE TRADES OF LANCASHIRE AND YORKSHIRE IN 1867.

THE MANCHESTER TRADE.

The year 1867, now under review, although happily less memorable for its violent fluctuations and gigantic commercial disasters than its two predecessors, is remarkable as a period during which the value of cotton and its products have almost uninterruptedly declined, and also from being the link between the inflated prices, caused by the American war, and normal rates. Mercantile credit, too, which in 1866 was so rudely shaken, has gradually but steadily regained strength throughout the year.

January.

The belief in the maintenance of the high rates ruling at the close of 1866 was somewhat disturbed by the discovery, at the Liverpool annual stock-taking, of an excess of 90,000 bales over the estimated stock. The market, however, soon rallied, and the month opened with a firm tone and a slightly advancing tendency. Buyers having previously operated largely, held aloof, and, subsequently, stocks began to accumulate, and the prices of goods and yarns receded more rapidly than the raw material. Short-time working was resorted to, although only to a limited extent. Towards the close of the month the reduced rates which producers were willing to accept, and the lessened production, attracted the attention of merchants. They resumed operations, and supplied their requirements freely, clearing out stocks, and placing orders to make with considerable apparent confidence. This increased demand encouraged spinners and manufacturers to ask an advance, which buyers were not prepared to pay. Business was again arrested, and by the end of the month, the nominally higher quotations had been abandoned, and the market became dull, sluggish, and drooping in tone. On the 31st the creditors of Benjamin Bros., of Manchester, and H. W. Benjamin, of Montreal, held a meeting. The liabilities were stated to be about £110,000, and the assets £48,000. The bank rate throughout January remained unchanged at $3\frac{1}{2}$ per cent., and the bullion in the Bank of England at the last return was £18,890,422, showing during the month a decrease of £524,939. Middling Orleans was quoted on the 2d of January, $15\frac{5}{8}$; and on the 31st, $15\frac{1}{8}$; fair dhollera, $12\frac{1}{2}$ and $12\frac{1}{4}$.

February.

This month was another period of very partial and spasmodic activity, and gradually declining prices. The uncertainty as to the American crop, the estimates of which were being increased, and the large shipments of the raw material from the East, caused great distrust in existing rates. Buyers supplied themselves cautiously, and were only tempted to augmented purchases by lower prices. On the 7th a rally took place, principally owing to the reported falling off in the receipts of cotton at the American ports. During a couple of days a large business was done, stocks were cleared out, and many orders placed, more especially for Indian fabrics. Jacconets and mulls were sold extensively, and in some cases makers entered into contracts requiring several months to complete. Producers, seeing the large business and having been sensibly relieved, demanded higher prices, and this met with the usual result. Buyers paused in their operations, having supplied their immediate requirements, and in many cases having anticipated their probable wants, and the downward course of values again set in, not to be relieved until the 20th. Some rather large purchases then took place, but by the 22d the market had relapsed into its former state, and remained without change until the close of the month. On the 8th the failure of Messrs. Warburton & Dunkerley, provision merchants, of this city, was announced, with

large liabilities. On the 12th, the suspension of Mr. N. J. Amies, smallware manufacturer, took place, with liabilities of £82,988, and assets of £41,982; and on the 13th, Messrs. G. F. Lloyd & Co., of Sydney, were announced to have failed for a sum amounting to about £200,000. On the 21st Messrs. Porteus & Paul succumbed with liabilities amounting to £105,850; assets, £47,254. On the 8th the bank rate, which had stood at $3\frac{1}{2}$ per cent. from the 20th December, was reduced to 3 per cent., and remained unchanged for the rest of the month. During February the bullion in the Bank of England increased £499,885, and at the last return amounted to £19,390,312. On the 28th middling Orleans was quoted at $13\frac{3}{4}$; fair dhollera, $11\frac{1}{2}$.

March.

During this month no permanent amelioration in the state of business took place. Various causes contributed to unsettle confidence, the more important of which were, the still existing uncertainty as to the supply of cotton, the Fenian outbreak in Ireland, (though quickly suppressed,) the ominous Luxemburg question, and the Anglo-Spanish difficulty. The market for goods and yarn opened with a rather more cheerful tone than at the close of February. Cotton advanced, which obliged producers to raise their quotations. This movement buyers resisted, and, by the 5th, more anxiety to obtain orders was manifested. Stocks of goods and yarns having increased, notwithstanding the turn-outs at Stockport and Mossley, and the short-time working in various districts, quotations became weaker, although nominally little changed. On the 13th an active demand set in, and a considerable business was done, but principally in India goods. In some cases an advance was paid, and higher rates were generally asked. By the 19th the demand was satisfied, and trade again relapsed into a dull and languid state, and to the close of the month there was no improvement. On the 8th Messrs. Lawrence, Hindle & Sons, yarn and cloth agents and manufacturers, suspended, but with small liabilities. The bills of Mr. Robert Tooth in the Australian trade were returned; liabilities stated to be about £50,000. The failure was also announced of Mr. James Dewar, underwriter at Lloyd's. On the 15th, Messrs. Marsh, Cumberland & Co., with engagements of about £20,000. On the 19th, Messrs. Wilkinson & Co., flax spinners, of Leeds, and Messrs. F. Goodyear & Co., straw hat manufacturers, of London; the latter with liabilities amounting to £202,169; subsequently a composition of 5s. 6d. in the pound was accepted by the creditors of the latter firm. Bullion in the Bank of England, £19,627,232, being an increase of \$236,920 on the month; bank rate, 3 per cent. Middling Orleans, $13\frac{3}{4}$; fair dhollera, $11\frac{3}{4}$.

April.

Notwithstanding the fears and uncertainties which prevailed at this time regarding the continuance of peace on the continent, the position of spinners and manufacturers materially improved. Goods and yarns declined, but the fall in the value of the raw material was still more rapid, and enabled producers to cover orders previously taken to show a handsome profit. Many producers availed themselves of the favorable opportunity. From the commencement to the 25th prices uninterruptedly receded. During this time some very large operations were entered into by eastern merchants. Subsequently quotations were increased, but at the full advance few transactions took place, the bulk of the business, as is usually the case, having been transacted during the fall, and at the lowest point. In April the following failures were announced: William Horsfall, spinner, Hebden Bridge, liabilities estimated at £20,000; Lawrence Ashworth, with debts amounting to about £10,000; Sebastian Liller, merchant, with direct liabilities about £30,000, and £50,000 on indorsements of acceptances on which no claims were expected; E. Robinson & Company, manufac-

turers, Stockport, and elsewhere, liabilities estimated at £60,000. At the close of the month the bullion in the Bank of England was £19,336,927, showing a decrease of £290,305 since the end of March. Bank rate remained unchanged at 3 per cent. Middling Orleans quoted $12\frac{1}{4}$; fair dhollera, $9\frac{1}{2}$.

May.

The market opened with a clearer political horizon, and up to the 20th a large business was transacted in goods and yarns, at gradually hardening rates. Producers accepted orders freely, and, as a rule, the trade became well engaged. After the latter date a quieter feeling set in, probably owing to buyers having almost exhausted their orders. On the three last days of the month, however, a decided revival in the demand took place. During May the following suspensions were announced: Mr. G. C. Harrison, spinner and manufacturer, Bacup, for about £30,000; Mr. William Jamieson, of Ashton-under-Lyne, cotton spinner and machine maker, but it was expected the creditors would be paid in full; Messrs. W. O. Watts & Company, of Liverpool, with their corresponding houses in New York and New Orleans, liabilities very large; the creditors of Messrs. Dent & Co., the well known China merchants, agreed to accept a composition of 2s. 6d. in the pound; Messrs. Frazer, Trenholm & Company, of Liverpool, largely engaged in the cotton trade, and well known in connection with the confederate cause; liabilities amounting to about £1,500,000. On the same day the suspension was announced of Messrs. Robert Smith & Company, merchants, of London and China, long and largely engaged in the China trade. On the 28th a meeting of the creditors of Mr. Thomas Smith, Adelphi foundry, took place, and it was agreed to wind up the estate under a deed of assignment. On the 30th the bank reduced its rate to $2\frac{1}{2}$ per cent. Bullion in the Bank of England, £20,417,283; an increase in May of £1,080,356. Middling Orleans quoted at $11\frac{3}{4}$; fair dhollera, $9\frac{1}{4}$.

June.

The weather this month was highly favorable for the crops. Money was cheap and seeking investment. Prices, in comparison with the last few years, were extremely low. These causes led to a very general belief in an improvement in trade. Values, partly owing to this belief, but more particularly and immediately influenced by the large business done during and at the end of May, slightly advanced until the 20th, although the aggregate business was anything but large. Up to this date considerable purchases were made for China, and $8\frac{1}{4}$ -pound shirtings of the better qualities, and Mexicans, were dealt in extensively. For the Levant, also, a fair number of transactions were reported, and although little general buying took place, it was confidently hoped that after the Whitsuntide holidays a brisk demand would set in. In this producers were disappointed, and subsequently to the 20th prices drooped, and by the 27th had lost all the advance established, and in many cases rather more. On this latter date the discovery of a deficit in the stock of cotton at Liverpool of 39,838 bales, checked the downward course of the market, but beyond this had no effect. The bank rate during June remained unaltered. The bullion increased £1,869,401, and at the last return stood at £22,286,684. Middling Orleans was quoted at $11\frac{1}{4}$, and fair dhollera 9.

July.

Prices, at first gradually, and then more rapidly, declined, and but a small business was done, decidedly less than the production. Orders became completed, and were difficult to renew, except at rates ruinously low for the producer, and until the 17th no amelioration in the state of trade took place. On that and the few following days an extensive business was done, but principally

in India and China goods. The large buying resulted from the acceptance of many of the low offers previously made, and also from the advices from China having materially improved. By the 22d, however, the increased demand had subsided, and for a couple of days a quieter feeling ensued. On the 25th a partial rally took place, owing to the reduction in the bank rate and to the receipt of telegrams reporting cotton dearer in both New York and New Orleans. This checked the downward course of prices, although only a moderate business was transacted, and quotations remained steady until the close of July. On the 8th the suspension of Messrs. Mellor & Southall, carrying on business in Liverpool, Pernambuco, and Bahia, was announced, with liabilities stated to be about £300,000. On the 9th the failure of Messrs. W. Brenner, of New York, was reported, with considerable debts owing to this country. On the 25th the bank rate was reduced to 2 per cent., and the bullion amounted to £22,926,458, being an increase of £639,774 upon the preceding month. Middling Orleans was quoted 10½, and fair dhollera 8½.

August.

Throughout this month a considerable and steady business was reported for China, and in other goods and yarns the low prices which producers accepted, as their orders became completed, prevented any accumulation of stocks. Values receded until the 8th, when a slight advance was established, not on the previous quotations, but on the low prices taken, and which alone had induced the increased business. On the 14th the tone became tamer, and continued without any favorable change until the close of the month, prices in the mean time having declined to the lowest point. On the 16th the failure of Messrs. Nichols & Ashton, spinners and manufacturers, of Over Darwen, took place, liabilities £30,670, assets £10,724. A composition of 6s. in the pound was accepted. On the 21st L. Galipoliti & Company and J. Roddity failed and left the country. Their united liabilities were estimated at about £30,000. Bullion in the bank, £23,574,726, showing an increase since July of £648,268. The rate remained at 2 per cent. Middling Orleans quoted 10½; fair dhollera, 7½.

September.

During this month, with the exception of a few days between the 13th and the 18th, prices declined steadily and rapidly. A fair amount of business was done, particularly in India and China shirtings, jacanets, mulls, and T cloths, and, consequently, in the yarn used in their manufacture. These sales resulted generally from the determination of sellers to be unencumbered with stocks, and, when possible, to keep under engagements at whatever cost, anticipating that the fall in the value of the raw material would give them an opportunity of covering at least a portion of their orders advantageously. In these anticipations sellers have this year seldom been disappointed, however unremunerative the rates at which they sold. Home-trade goods and continental yarns, as well as other descriptions unsuitable for the east, were more difficult of sale. Among the causes which unfavorably influenced the market were principally the increased estimates of the probable supply of cotton, the ill-feeling presumed to exist between the French and Prussian governments, and the unsettled state of Italy, arising from the intended invasion of the Roman territory by General Garibaldi, and his subsequent arrest by the Italian government. On the 5th the failure of Messrs. Wilson, Green & Company, of Church, with liabilities of about £10,000; 23d, Messrs. H. & A. Warrens, liabilities about £15,000; and Mr. Holt, manufacturer, of Church, with debts amounting to about £8,000; 17th, the bills returned of Messrs. James Hewitt & Company, commission agents, of Liverpool; liabilities estimated at about £250,000, and

small assets. Bank rate remained at 2 per cent. Bullion, £24,447,843; increase in September, £873,117. Middling Orleans quoted 9; fair dhollera Surat, 6½.

October.

The unsatisfactory turnout of the grain crops had a depressing influence on trade at the commencement of this month, and no pause took place in the downward course of values until the 14th. Up to this date spinners and manufacturers, trusting to a further fall in the value of cotton, eagerly sought purchasers, and, by the acceptance of very low offers, obtained considerable orders, principally for eastern goods and yarns. A steadier tone in Liverpool induced spinners to rush into the market to cover the transactions previously entered into, although the prospects of supply were never greater. The sales in Liverpool became extremely large, and the value of cotton advanced considerably. Buyers in this market followed the upward movement to a limited extent, and 3*d.* per piece and ¼*d.* per pound more on yarn were paid. This, however, was not at all in proportion to the rise in Liverpool. On the 21st, owing to the threatened intervention of France in Italian affairs, a quieter tone prevailed, and the following day the feeling was intensified almost to a panic by the announcement of the suspension of the Royal Bank at Liverpool; but by the 23d confidence was re-established, and a further advance of 1½*d.* to 3*d.* per piece in shirtings, and ⅓*d.* to ¼*d.* per pound on yarn, was established. The principal business this month was still for eastern markets, but buyers for Germany and the Levant operated more freely; and the home trade also purchased less sparingly. On the 26th less business was done, and to the close of the month the transactions were sensibly curtailed. On the 10th the suspension of Messrs. Colin Campbell & Son, cotton merchants and brokers, of Liverpool, was announced, with liabilities amounting to about £200,000; 12th, the failure reported of Messrs. T. & J. Ralli, merchants, of London, with branches in Liverpool, New York, and New Orleans, liabilities estimated at £150,000; 22d, suspension of Messrs. Braybrook & Slater, spinners and manufacturers, Livesey, with liabilities of about £10,000; 23d, the stoppage of the Commercial Bank of Canada was confirmed; 28th, Messrs. P. & H. Lewis, London merchants, with their corresponding houses in New York and San Francisco, suspended, with liabilities about £100,000. At the close of the month the bullion in the bank amounted to £22,697,388, being a decrease during October of no less a sum than £1,750,455. The bank rate remained unaltered. Middling Orleans, 9½; fair dhollera, 6½.

November.

Buyers having supplied their present and prospective requirements freely, now held aloof, and only bought in small quantities until the 6th, when the probability of a more peaceful solution of the Franco-Italian question stimulated the demand, and to the 9th a fair amount of business was transacted, mainly, however, for the east, and at the full rates of the 6th. An advance was asked, but was in only isolated cases paid. On the 11th a quieter tone became apparent, and prices during the remainder of the month declined, although slowly. The aggregate transactions were small, and decidedly below the production; nevertheless previous engagements enabled producers to maintain their quotations much more firmly than would otherwise have been the case. On the 21st Messrs. Yates & Corkling, of this city, succumbed, with debts amounting to about £35,000; on the 27th the failure of Mr. James Petrie, of Liverpool, was announced, largely engaged in the jute trade. The bullion in the bank was £22,053,568, a decrease in the month of £638,820. No change in the bank rate of 2 per cent. Middling Orleans quoted 7¾; fair dhollera, 6½.

December.

In this month there was little change to report in the position of the market. Generally, prices were slightly in the buyers' favor, but the variations were quite unimportant. For printing cloths there was a much better and steadier demand, and some qualities, such as $\frac{7}{8}$ and 34-inch, are now well engaged, and for these goods the full rates of the beginning of December were paid, and in some cases even a slight advance could have been obtained for quick delivery. In China qualities of shirtings and the superior and finer makes of T cloths a considerable business was transacted; prices, however, for these goods somewhat receded, and almost all other descriptions of cloth, and nearly all qualities of yarn, are a shade easier to buy. Throughout the month an extremely quiet tone has prevailed, but there has been little pressure to sell, and values have ruled remarkably steady, considering the inactive character of the market. On the 17th the suspension of Messrs. Nixon & Killock, of this city, was announced, with liabilities estimated at about £80,000. They were largely engaged in the eastern trade, and were also spinners and manufacturers in Chorley. The bullion in the Bank of England on the 26th amounted to £21,941,047, being a decrease of £112,521 since the last return in November. The bank rate continued unchanged at 2 per cent. Middling Orleans and fair dhollera quoted $7\frac{3}{4}$ and $5\frac{1}{2}$ respectively.

The year just concluded, although eminently unsatisfactory to all engaged in trade, has developed many features on which we may congratulate ourselves, and from which a more hopeful future may be anticipated. Among these are the comparatively few failures that have taken place, and the generally sound state of trade indicated thereby, notwithstanding the great fall which has taken place in cotton and almost all other staples—the check given to that gambling spirit so foreign to legitimate trade, engendered and fostered, as it had been, by the violent fluctuations in values during the cotton famine—the certainty that, in the future, we shall not be so dependent as formerly on one source of supply for the great staple of this district—and the fact that values have now reached normal rates, and the consequent probability of a return to that steady and prosperous trade which has so long been hoped for in vain.

The decline in the value of middling Orleans during the year has been $8\frac{1}{4}d.$ per pound, and fair dhollera has fallen $7d.$ per pound. The best makes of 39's $8\frac{1}{4}$ pound shirting were worth 13s. 9d. on the 1st of January, and are now salable at 9s. to 9s. 3d. The bank rate at the beginning of the year was $3\frac{1}{2}$ per cent., and is now 2 per cent. The bullion in the Bank of England was £19,415,362, and now stands at £21,941,047, showing an increase of £2,525,685 during the year.

THE BRADFORD TRADE.

The year which has just closed, although memorable as a period of gloom and serious commercial loss, presents no very strikingly marked features from a business point of view. During the whole of the past twelve months we have been feeling the effects of the sliding-scale of value in the two staple raw materials—wool and cotton—and though at times the downward tendency has been less rapid, yet it was no less certain, and the 31st of December, 1867, finds us on a lower level of prices than for many years past. Nor does the bottom yet seem to be touched, as a continuance of the protracted dulness only appears to drag us—almost imperceptibly—to a still further distance from the highest points of the market which have been recorded during late years.

At the close of 1866, prospects, though by no means bright, were yet to some extent encouraging. Money was cheap; business had been dull and lifeless for a considerable period, but as the year expired, signs were not wanting of an

apparent improvement, as in the few finishing days of December some slight impetus was given to trade, and transactions, though not large, were evidently more numerous. Very early in 1867, the hopes which had been previously formed were dissipated, curtailment instead of extension became the ruling idea, and with the exception of some few faint rallies at slight intervals, the year has dragged its slow and weary length along, each succeeding month apparently heightening the general gloom and leading to greater stagnation. Along with the decline in the raw material, we have felt the deadening effects of a bad harvest both at home and abroad—of threatened war between Prussia and France—of Italian, Papal, and French disturbances—of commercial dislocation in America and elsewhere, and of political disturbances in our own, as well as the sister isle: none of these, perhaps, in themselves very prominent, but, taken in conjunction with overstocked markets here and in the world at large, with the general re-action caused by a previous plethora of business, sufficient to account for the almost unprecedented dulness of the year which has just drawn to a close.

In noticing the special features of the trade we first glance at wools, which, like the sister material—cotton—have suffered severely in value during the past twelve months. A reference to the accompanying table may assist our readers in following us in our remarks about the English bright-haired wool trade in 1867:

Table of the prices of Lincoln hogs and wethers from 1858 to 1867, inclusive.

	1858.		1859.		1860.		1861.		1862.		1863.		1864.		1865.		1866.		1867.	
	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.	Lincoln hogs.	Wethers.
January	15½	14	21	19	21½	19	22½	20½	22	20	23½	20½	26	24	31½	27	28½	26	24	20½
February	16	14	19½	17½	21½	19	22	20½	21	19	22½	20	26	24	29½	26	28	25½	23	19½
March	15½	14	19	17	21½	19	21	19	21	19	22½	20½	{ 27 29	{ 23½ 26	{ 25 27	{ 28 25	{ 28 25	{ 22½ 22½	{ 22½ 18½	
April	13½	13	19	17	21½	19½	22	20	20½	18½	22½	20½	30	26	{ 22 24	{ 20 21	{ 28 25	{ 25 22	{ 22½ 20½	{ 18 17½
May	13½	12½	17	14½	21½	19½	21½	19½	20	18	22½	20½	30½	26	25½	24	24	22	20½	17½
June	15	13½	18½	16½	22	20	18	16	20	18	23½	21½ *	{ 28 31	{ 25½ 26½	{ 27 26½	{ 27 25	{ 20 18	{ 21 17		
July	16	14	20	18	22½	20½	18½	16½	21	19	23½	21½	32	{ 27 27½	{ 28 26	{ 22 25	{ 19 25	{ 20½ 22½	{ 16½ 16½	
August	17	15	19½	17½	22	20	19	17	21½	19½	23½	21½	32½	27½	27	25	25	22	20½	16½
September	17½	15½	20	18	22	20	19½	17	22½	21½	24	22	30	26	28	25½	24	21	20	16
October	19	16	20½	18½	22	20	20½	19	23½	21½	25	23	29½	24½	28	25½	23½	21	18½	14½
November	20	17	21	18½	22½	20½	22½	20½	23½	21½	26½	24	30	25	28	25½	23	20	18	14½
December	20½	18½	21½	19½	22½	20½	21	19	23½	21	{ 25½ 26	{ 23½	32	27	29	26	24	20	17	14

* The fluctuations in these months were so great that we give opening and closing prices.

Average prices of Lincoln hogs for 1858, 16½d.; 1859, 19½d.; 1860, 22d.; 1861, 20½d.; 1862, 21½d.; 1863, 23½d.; 1864, 29½d.; 1865, 27d.; 1866, 25d.; 1867, 20½d.

Average prices of wethers for 1864, 25½d.; 1865, 24½d.; 1866, 22d.; 1867, 17d.

From the above it will be seen that Lincoln hogs and wethers have respectively declined fully 7d. and 6½d. per pound, closing prices being about 16½d. for hogs, and 13½d. for wethers, or rather less than the averages for the month. In the beginning of the year holders were very firm, and refused to a great extent to meet the market, the decline established being very reluctantly conceded and gradual in its character. This state of things continued until April, when the prospects of the coming clip being good, the wool evidently large in quantity and of satisfactory quality, prices yielded more rapidly, and at the end of the

month, transactions being so few, and quotations very irregular, it was difficult to give any close estimate of value. The stagnation of April was continued into May; but at the end of that month and beginning of June more steadiness was observable, and a little increase of business resulted. At clip time some wealthy spinners purchased freely; fancying prices were safe; but during the early part of July, after the effect of these operations had passed away, the market again collapsed, and since then prices have continually drooped, still showing an easier tendency, with stocks light here, but very heavy in the hands of farmers.

For down wools the character of business has been much the same as that noted in bright-haired sorts; to some extent the demand has been steadier, and the fall less, owing, no doubt, to the greater scarcity of this description of wool, which year by year is diminishing in quantity; growers having turned their attention more and more of late years to heavy deep-grown sorts, have lessened gradually but surely the weight of down clips thrown into the market for consumption. Our closing quotations are $14\frac{3}{4}d.$ to $15d.$ for ewes, and $16d.$ for tegs, against $17\frac{1}{2}d.$ for ewes and $20d.$ for tegs at the same period of 1866.

In foreign wools the consumption has been small during the year. Botany has met with a very sluggish demand, and staplers report a most unsatisfactory trade. Prices have given away about $3d.$ per pound since the corresponding time of the preceding year.

The consumption of mohair has been small compared with that of the last few years, and prices have declined very greatly. $3s. 9d.$ was the quotation at the end of 1866, but present current rates are only about $2s. 5d.$ Stocks abroad have accumulated heavily, but on this side they are not considered above an average.

Alpaca has also suffered considerably, both in demand and value; much less has been used than in 1866, and all through the year transactions have been small and unimportant. One large purchase was made towards the end of November at $2s. 4d.$ per pound; but, since then, prices have again declined, and quotations range about $2s.$ to $2s. 1d.$ per pound, against $3s. 4d.$ end of December, 1866, with heavy stocks on this side, and a drooping tendency in the range of value.

The yarn trade presents the same features as other branches of the trade of this district. In export yarns spinners were pretty well engaged in the early part of the year, and did a moderately steady trade, with, however, prices declining in sympathy with the raw material. In July, some speculative orders were placed by merchants here, which had the effect of keeping machinery in operation for a little time longer. Since then business has been dull and inanimate, with a continuous droop in quotations. Home yarns have shared a similar fate to export sorts; and, with but little relief at occasional periods of the year, the trade may be said to have been one of continued dulness and depression—machinery to a great extent standing, and the little doing being either at a positive loss or no profit. Prices have declined considerably, the lowest sorts suffering the most depreciation, and great irregularity even now exists in quotations. Speaking generally, the fall during the year is from 25 per cent. to 30 per cent., with closing rates far from steady.

Coming to manufactured goods, we find both manufacturers and merchants complaining greatly of the character of business in 1867. The American trade has been exceedingly small, and what is usually a most important branch of our local industry has, during the past twelve months, dwindled to a trifling and scarcely appreciable outlet for Bradford goods. The high protective tariff, coupled with the tremendous taxation on their home productions, has caused our American friends to narrow their wants to a very circumscribed limit, and the little business actually transacted has been far from satisfactory. The slackness of the demand from America has been felt by the district in two ways—

first, by the export yarn spinners, in the restricted quantity consumed by manufacturers on the continent to supply orders taken for American account, and secondly, in the loss of orders direct for goods produced in our own market.

To France but a limited business can be reported. Stocks on hand have always been large, and commercial confidence has perpetually suffered from fear of political disturbances. During the whole of the year the trade was slow and dragging; but in November, tempted by the low prices current in our market, some few purchases were made, but since then quietness has again reigned and this branch is stagnant and devoid of interest. French manufacturers are, no doubt, feeling the pressure of our competition very severely—their own trade is very bad, and they are sharing a similar period of depression to that experienced here, which has led them to petition their government not to renew in 1870 the present treaty of commerce between France and this country. To the various continental markets the same remarks as to demand must apply. Austria, perhaps, has been our steadiest customer; and, with Germany, has taken a fair proportion of our goods. Italy, a prey to serious political disturbances, has operated very sparingly indeed; and to Spain the quantities sent have been trifling. Towards the close of the year, however, rather more confidence was visible in that country, and the immediate fear of revolution having passed away, trade is in some measure restored, and to a slight extent an improvement is established. The other continental countries call for no special remark; to all the business doing has been of a most limited character.

Taking China and Japan, we find a serious falling off in the amount of business. Stocks are still large, and shipments have proved very unprofitable. The opening of new ports in Japan, it is hoped, may have an enlivening influence on this branch of the trade, but the very long credits required by shippers seriously interfere with the development of the business generally to this portion of the globe.

In the home trade, merchants report a fair, steady, and moderately large business in the early part of the year. After then it dwindled down into very narrow limits, which, when the fact of a bad harvest became fully established, were even further narrowed, and since then operations have been exceedingly trifling and conducted with great caution. The plain branch has shown a marked quietness, heavy fabrics in fancies both for spring and autumn having evidently monopolized the attention of wearers. Neat, small effects and fancy poplins and camblets have met most favor, stripes appearing to have had their day. Wineys of Bradford manufacture have also enjoyed a good share of attention, to the neglect of the Scotch cloths which have met with such an extensive run in former years.

In goods the fall has been very great during the year. Cotton, as well as wool, is used extensively in this market; and the fall in cotton being much greater than in wool, low and heavy mixed fabrics show a tremendous decline. Prices even now are extremely irregular, and vary very much, but approximately the depreciation is from 20 to 33 per cent., and in exceptional articles even still more.

Stocks, so far as can be estimated, we fear, are unfortunately heavy, and all classes of the community, staplers, spinners, manufacturers, and merchants, feel most severely the large depreciation in value. The quantity of machinery in operation is small, perhaps not exceeding in all three days per week; but even this is more than sufficient to supply the existing demand, as goods still accumulate, and by doing so only add still further to losses already incurred.

THE TRADE OF LEEDS AND DISTRICT.

During the past year the woollen business of which Leeds is the centre has been more or less depressed, owing principally to the fact that the effects of the monetary crisis of 1866 had not passed away, but was really interfering with legitimate enterprise, and with the development of industries more or less affiliated

upon the woollen department in the neighborhood of the town. January opened with a dull inquiry for nearly all kinds of woollen goods, and though there was a slight tendency to improvement towards the close of the month, it was not of a substantial or permanent character. The weather unquestionably affected the home trade, and the same atmospheric influences prevented merchants from giving out those orders for spring goods which are generally expected at the turn of the year. The shipping houses complained also of the lack of orders, trade being with them unusually quiet. The same report of stillness in nearly all departments of the trade applied to the months of February, March, and April. During this period, the business transacted in the warehouses was altogether of a retail and miscellaneous character, buyers only being tempted to operate where parcels of goods were offered to them at prices closely approximating to jobbish transactions. Towards the latter end of May and the beginning of June, rather a better feeling prevailed, and in the warehouses a moderate business was done, considering all the instances of the period and the general commercial inactivity which had for so many months prevailed. Winter goods had not yet come fairly into demand, buyers, on the whole, being very cautious about entering into engagements until they could see their way more clearly as to the directions in which the probable inquiry was likely to run. The shipping houses were occupied a little more freely in the execution of orders, but still the aggregate of their business was below the average. During August trade briskened up to some extent, but yet it did not reach the active point manifested in previous years at the same period. September was a month of almost a similar character, for, although a fair amount of goods was disposed of, the total business done did not represent anything like what generally prevails in that advanced stage of the season. In October there was rather a better demand for tweeds in the light styles likely to run for the spring trade, while meltons were comparatively neglected, as were also plain cloths of good quality. Short time was nearly the universal rule amongst the clothiers during the several months of which we have been speaking. The woollen cap trade, which has long been an important branch of the business of Leeds, now showed symptoms of improvement. In November, buyers only purchased by way of suiting immediate requirements, and a decided indisposition was evinced to enter into contracts for future delivery. The shippers were also doing a very moderate business, inasmuch as up to this time only few orders had been placed for the spring trade. December completed the dreary catalogue of the industrial year, and it was similarly unmarked by any particular signs of enterprise on spring account. It is, however, expected that the run will be in favor of meltons and tweeds in light shades, principally grays, and in silk mixtures suitable for coatings. It is only recently that orders for these particular classes of goods have been given out in any quantity, and even yet much machinery is unemployed, or, at all events, only put in use for a short time during every week.

Placing aside for the moment the depreciatory influences exercised upon our local trade by the financial panic of 1866, it is worth while to consider whether the woollen districts of West Yorkshire have been beaten or otherwise distanced by the enterprise of other manufacturing nations on the continent. An accurate estimate of the exact position which we occupy in the competition of countries may possibly be of interest to our Yorkshire readers. Taking the opinion of the most eminent judges, those appointed to act at the recent Paris Exhibition on behalf of the committee of council on education, it would appear that the commissioners therein represented considered that Great Britain, on the whole, exhibited the best superfine cloths. The west of England, which has long enjoyed a reputation for superiority in the production of first-class fabrics, principally in the preparation of doeskins, beavers, and kerseymeres, still appears to maintain her supremacy. The purity of the water in that district is one great advantage in her favor, for that tends greatly to assist her

in dyeing of scarlets, and billiard and livery cloths. The medley cloths are also of a very noticeable character, whilst the quiet, neat style of the coatings there produced are also held to be indicative of the principles of true taste. Leeds and the district did not put in a fair exhibition at the Parisian Exposition, and, as a consequence, strangers and visitors were inclined to pass by this department without realizing anything like an adequate conception of our industrial enterprise and resources. This is much to be regretted, for if we had taken the example of our neighbor, Bradford, our merchants would have acted in unison, and thus produced a representation of our products worthy of the town, and of the important position it occupies among the commercial cities of England. What was displayed at Paris was simply a show of a few broad-cloths, beavers, meltons, and fancy articles; but any stranger, judging from the space we occupied as a town in the Exhibition, would almost be inclined to pass over our fabrics without devoting to them more than a few minutes of cursory attention. The meltons, however, were in highly favorable comparison with those manufactured in any other country; but when we have said this much, our words of commendation are finished, in as far as regards Leeds and the immediate neighborhood. The local chamber of commerce took up the subject almost at the last hour; they were indifferently supported by merchants and manufacturers; and the consequence is, the negative position we occupied at one of the most important expositions of industry which the world ever saw. We are well aware that our goods do not afford much scope for artistic design, but they still do furnish the opportunity of displaying taste and skill in the assortment of color, and in texture and finish. Ladies' mantles showed very well from this district, but we found that the French and Germans were treading very closely on our heels—so closely, indeed, as ought to make our Yorkshire clothiers doubly vigilant, both with reference to their production of patterns and of finish. Fine plain cloths showed the supremacy of the west of England, but still those of Leeds, in the first instance, and the plain black and colored cloths, with cotton warps, produced at Morley, were a decided advance upon the state of affairs as manifested in the international friendly contest of 1862. The French and Belgians appear to be taking the lead in fine qualities of fancy trouserings, their spinning being admirable, and their twisting also. The minute care taken in these respects ought to be a lesson to Yorkshire manufacturers, otherwise they cannot expect to hold their position in the markets of the world. And why should not our clothiers adopt the use of felted yarns, which have been employed with such satisfactory results by the French manufacturers? They would come in capitally in the fabrication of cloths used for ladies' mantles. In addition to the points above specified, our only commercial supremacy appears to be in the utilization of material which was formerly dismissed as waste, but we cannot expect our trading rivals long to neglect a similar economy of stuff which may be so advantageously employed in the production of cheap clothing. It is to be hoped, however, that in the forthcoming session of Parliament, attention will be devoted to the subject of technical education, a matter so long and seriously neglected, otherwise our powerful appliances of machinery, and our acquaintance with ordinary principles of manufacture, will not serve us in great stead as against the artistic and skilled enterprise which every national school on the continent is daily ripening into full fruition.

The flax and yarn industries of Leeds have also been unmarked by any particular signs of commercial activity during the past year. The failure of a large spinning establishment in April lessened the production to a considerable extent, but still the other manufacturers did not experience any appreciably larger demand for their productions. Later in the year, partly owing to the price of the raw material, and partly to the fact that orders came in very slowly from the continent, a considerable restriction was placed upon the productive powers of several large establishments, and larger hours of labor have not yet been

resumed, the whole tendency of the market being lower and lower. At the same time there was no great accumulation of stocks, but this has not prevented prices from being materially disturbed, and rates cannot now be reliably quoted with respect to either yarns or threads. A great many hands are unemployed in the town and neighborhood, and are likely to remain so until after the turn of the year.

With the beginning of the year we have also to chronicle a depressed state of the iron and machine trades. No material amendment occurred until late in the season, when the locomotive and engineer tool business looked up a little. Several fair orders are now in course of execution in these branches, but several thousands of skilled mechanics are at present altogether out of employment or are only partially engaged at their respective establishments. The other varied industries of Leeds, including the leather, oil, and seed, paper, and tobacco trades, have also experienced the effects of the panic of 1866, and have not yet fully recovered from the effects of the commercial calamity.

THE TRADE OF DEWSBURY AND DISTRICT.

The year 1867 has by no means been a good one for the manufacturers of the heavy woollen district of Dewsbury—a district embracing Dewsbury, Batley, Heckmondwike, Morley, and Ossett. The season opened in January with extreme dulness, and it was not until about the middle of the year that a decided improvement took place. At the close of May there was a degree of activity observable in the continental trade, and when the Canadian merchants commenced to operate, which they did in June, employment became general. Producers, however, had had to give way in the prices of piece goods. The fabrics selling were pilots and reversibles for Germany, and for Canada beavers, pilots, naps, and a few witneys. In July, German spinners gave orders with increased freedom for elysians, naps, and velvets with a witney finish, and also for plain goods finished in the same style, and manufacturers were kept well employed until the middle of August, when, in consequence of the state of continental politics, many of the orders were countermanded, and the goods in course of completion and in preparation for delivery were thrown on the hands of the makers. In September, trade became depressed, and in the following month there was but little doing, for the home trade had not opened well, the reason being the increasing troubles caused by the Fenians, and the harvest not having been as good as had been expected. The Irish part of the home trade, in former years a substantial portion of the business of Dewsbury, was quite destroyed. In November, however, there was a slight revival in business, caused by the receipt of orders from Germany and Canada. The goods in request were presidents, witneys, and elysians, with a few beavers. From that month, up to the present time, there was a falling off in the state of trade, and now there is very little prospect of an early improvement. In Batley there are orders to hand for the making of army and navy cloths for the Turkish government, which will give employment to a large number of operatives for some time. The Morley trade, which almost wholly consists of the manufacture of union cloths, has been tolerably brisk during the year, but now a want of orders is reported. Both Dewsbury, Batley, and Morley goods have been well reported on by the jurors at the Paris Exhibition, and silver and bronze medals awarded for cheapness, durability, and excellence of manufacture. The blanket trade has been greatly depressed, and the weavers, particularly those in Earlsheaton, have suffered deeply for want of employment. The Dewsbury and Heckmondwike firms have done the bulk of the trade, but manufacturers have had to give way to buyers. The carpet trade, which gives employment to a large number of hands in Dewsbury, Heckmondwike, and Liversidge, was in a tolerably good condition in the early part of the year, but after that time very few orders of large amount were placed from France or the home market, and there has been

a great lack of work for the operatives. On the other hand, the manufacture of fancy carriage and other rugs has been in a satisfactory condition, taking into account the unsettled state of trade at home and abroad. Raw material has fluctuated considerably. Wool, which maintained a good place in the early part of 1867, and up to midsummer, gave way then, and now is quoted at comparatively low rates. Shoddy, too, has declined, and best sorts only now meet the market. On the other hand, mungo has maintained fair value through the year, but prices now are somewhat in favor of the buyer. Cotton warps have exhibited great changes. Good prices were obtained by sellers when the continental, the Canadian, and home trades were open; but now they are quoted at a great reduction, and appear so unsettled that manufacturers are cautious in making purchases. The general trade of Dewsbury is regarded as in a healthy condition, but a gloomy season is expected in Heckmondwike, for a firm of carpet and blanket manufacturers, employing a large number of hands, have suspended payment, with liabilities estimated at between £25,000 and £30,000.

THE TRADE OF THE POTTERIES.

As compared with the close of 1866, the trade of the towns constituting the Staffordshire potteries is extremely dull, and the prospects far from enlivening. At the beginning of the year the only drawback—the dispute with the operatives as to the term of contract—had just been removed by the concession of the employers, and everything looked cheerful. The year opened busily, and everywhere there was full vigor perceptible. Ere long, however, a cause for anxiety arose in the gradual falling off and limitation of American orders; business with the States became worse as the year advanced, and at length it was generally conceded that there was good ground for a previous suggestion of the non-natural character of the great demand by American dealers for English manufactures, which sprang up directly the civil war had concluded. Thus, when the accustomed spring demand was expected, there came the virtual admission that there had been over-purchases by the Americans, and that there was something of a glut experienced. The discovery did not immediately affect the Staffordshire potteries, however, for though there were but few new orders, and these but comparatively small, the old ones were sufficient to keep the operatives going. The bulk of the contracts with America were completed by the end of June, and the falling off in the ensuing quarter is shown by the following figures. In the quarter ending September 30, the packages exported to the five principal ports of the United States numbered 19,672, while in the corresponding period of 1866 the number was 28,774. The solid calculators among our manufacturers do not anticipate an early improvement on this state of affairs, especially taking into the consideration that the presidential election will take place next year, but the more sanguine persist in regarding the depression as but temporary, or attribute it to an attempt to extort offers on more advantageous terms; but neither apparently take cognizance of the strides taken in the production of earthenware in America, whose pottery seems likely to come into formidable competition with the lower productions of England. As a set-off to this gloomy picture must be placed a fair export to Australia, with a well grounded expectation of annual improvement; a more free demand from India, consequent on the acquisition of European tastes there; and a steady foreign trade, except with Mexico, where war has reduced the demand for earthenware to a minimum. On the continent the Staffordshire potters encounter a keen competition; and though the Paris Exhibition demonstrated that they fully maintain the character of their manufactures, more especially in respect of utility, the lower remuneration, and in some instances higher artistic education of the continent, cannot but prove disadvantageous to some extent. The home trade has been kept in a depressed condition, partly by the higher prices of provisions, partly by pecuniary and commercial disarrangements, to which have

more recently been added the disquietude and feeling of insecurity induced by the Fenian outrages. Some of those who produce for the home market chiefly are orderless, and are contemplating the combination of other branches of the trade; and the small producers, of whom several have sprung up in recent years, are in poor case indeed. But it is satisfactory to know that no actual pinch is yet felt by the operatives, even though the other great trade of the district—the iron trade—has long been depressed, and that, so far, the only privation has been the lopping off of luxuries, not a limitation of necessities. No great harm has yet been done, and some good will ensue if, during the enforced leisure, the manufacturers shall find means to comply with the smoke consumption clauses of the factory act, and the operatives be taught a lesson of providence, of which many of them are sadly ignorant.

THE COTTON TRADE OF 1867.

The past year in the cotton trade has been, we believe, the gloomiest on record, and it had for its predecessor a year (1866) only less gloomy than itself. Though the aggregate amount of money lost in 1866 was perhaps greater than in 1867, it caused less acute distress, because it fell upon a wealthier community; but the losses of the past season, while prodigious in amount, befell a community already impoverished, and caused more cruel suffering.

The record of the past year is one of monotonous decline; our monthly circulars, with one exception, have had to report continually lower prices; indeed, with two or three very brief exceptions, the decline may be said to have gone on unceasingly through the entire year. We question if any parallel could be found in commercial experience.

The year 1867 opened with a sanguine feeling among cotton merchants. American cotton was quoted *15d.* per lb. for middling uplands; fair dhollera was at *12¼d.*; a strong and general opinion prevailed that a year of scarcity was before us, and few persons looked for any very material decline.

The American crop was believed to be very short; it was beyond all doubt that the season had been very unfavorable, and the current estimates from America were $1\frac{1}{2}$ to $2\frac{3}{4}$ million bales. Even on this side it was thought that two millions was an extreme estimate; (the ultimate result was about 2,050,000.) A great deficiency in the supply from India also seemed likely, as the amount afloat for Liverpool was only 70,000 bales, against 200,000 bales the year before. The current estimates of import into Great Britain for the year were 3,200,000 to 3,400,000 bales, and as the import of 1866 was 3,750,000 bales, and the average price maintained for that year was fully *15d.* for middling American, it was concluded by many that at least an equally high average should be maintained in 1867; not a few even looked for a considerable advance, say to *18d.* for middling uplands. We recall these opinions in order to show how unforeseen were the disasters that followed.

The receipts at the American ports during January and February were larger than people had expected, and were not consistent with the short estimates of crop. This caused depression in the Liverpool market, and trade in Manchester grew exceedingly bad. Spinners resorted to short time on a considerable scale, and prices in Liverpool slowly declined to *13d.* for middling upland by the end of March.

In April a new cause of depression appeared. An angry controversy arose between France and Prussia relative to the possession of the fortress of Luxembourg, and for some time war seemed imminent. This, coinciding with very heavy imports into Liverpool and extreme depression of trade in Manchester, produced quite a panic in the market and prices fell to $10\frac{1}{2}d.$ for middling uplands on the 24th April.

The success of our government in convening a congress to settle the Luxembourg question, in a great measure removed the fear of war, and a sharp reaction

followed, which carried middling uplands to 12*d.* per lb. for a single day ; but, when the excitement was spent, it fell back to 11½*d.*, and remained about that point, without material variation, during May and June. These were the steadiest months in the year, and the only ones during which sustained activity was exhibited in Manchester. The feeling at that time prevailed very generally that a resting point for cotton had been found, and that it was more likely to advance than decline in the autumn. The failure of the great cotton houses of W. C. Watts & Co., and Fraser, Trenholm & Co., occurred in May ; but their stocks of cotton were not at first pressed for sale, and the full effect of these and other important failures (such as that of Hewitt & Co.) which occurred afterwards was not felt till a later period, when all confidence was lost, and bankrupt stocks were eagerly pressed for sale.

During July the market took a turn for the worse. American cotton dropped to 10*d.* for middling uplands, and a feeling of great discouragement spread through cotton circles ; business in Manchester again became very bad, and the painful effects of past losses began to show themselves more than in the earlier part of the year. During August a decline of 1*d.* per lb. occurred in Indian cotton, under heavy arrivals, as usual at that season of the year, but American, with a brief rally in the middle of the month, about held its ground. September was a month of excessive depression, and prices fell 1*d.* to 1½*d.* per lb., without any assignable reason except bad trade in Manchester and the extreme weakness of cotton holders. Middling uplands touched 8½*d.*, and fair dhollera 5¾*d.* October opened with continued weakness, aggravated by a heavy failure of a broker's firm, and middling uplands touched 8*d.* per lb. At this point a strong and apparently healthy reaction occurred. Manchester for a week or two became really active and buoyant, encouraging news from the east led to a large business in India and China fabrics, and heavy contracts were given out for future delivery. For two weeks spinners bought largely, and prices reacted 1*d.* to 1¼*d.* per lb. from the bottom, bringing middling uplands to 8¾*d.*, and fair dhollera to 7*d.* The stock was now decreasing rapidly, and was certain to run down fast till the end of the year, and there seemed a reasonable probability that a solid foundation had at last been reached, but this, like all the previous ones, proved to be delusive. "The Italian difficulty" took the field, and for some weeks Europe was kept on the tenter-hooks about the solution of the Roman question. War for a time seemed imminent between France and Italy, but the defeat and dispersion of the Garibaldian bands, and the unwilling acquiescence of Italy in French intervention, removed for a time the chance of a rupture. Cotton, however, declined continuously till the end of November. The picking season in America was fine, the accounts of the growing crop became highly favorable, and the first receipts were pressed for sale at the ports, and no sooner purchased than they were sold to arrive by the frightened holders at ½*d.* or more below the prices ruling on the spot. This last feature has characterised the market ever since, and has done more than anything else to undermine confidence and pull down the Liverpool market. By the end of November middling uplands had fallen to 7¾*d.*, and fair dhollera to 5¾*d.*

December opened with a brief rally, but Manchester giving no response, it was immediately lost, and a depressed tone has since prevailed, aggravated towards the end of the year by large receipts at the American ports. A continued pressure to sell was shown by holders, till middling uplands reached 7*d.* per lb., and some sales to arrive were made at 6½*d.* to 6¾*d.*

Yesterday morning (31st December) the annual declaration of stock was made, and, quite contrary to expectation, the actual amount turned out less than the estimate, being 447,000 bales, against 465,000 estimated and 516,000 bales at the end of 1866. This indicates a larger off-take of cotton than had been supposed, and strengthens *pro tanto* the statistical position of the staple for another year.

Sea Island cotton fell enormously in the first half of the year, say from 30*d.* to 20*d.* for a superior class of cotton, and sales were almost impossible to make; but, owing to the very poor prospects of the present crop, there has been some reaction in the latter part of the year, and more firmness than any other kind of cotton.

The manufacturing industry of Lancashire during the past year has been sorely tried; perhaps it has been the worst year since the cotton crisis commenced, and from time to time old and respectable houses have succumbed. During the greater part of the year the majority of spinners and manufacturers were working to a loss, or, at all events, to no profit, and at no period of the year could there be said to be really a lucrative trade. Many spinners and manufacturers, seeking to escape from these hard conditions, imported their raw material and shipped their goods abroad on their own account, with the universal result of greatly aggravating their losses. In most of the failures that occurred the principal losses were attributable to this cause. Very heavy consignments of goods in particular were made to the Indian markets, and the result for two years has been an unvarying return of loss. The poverty of the manufacturing interest of Lancashire is matter of frequent comment, and a large amount of the opulence that existed prior to the American war is now swept away.

It is matter both of wonder and admiration that Manchester has stood the strain upon it so well; very few failures have occurred among the merchants there, and in this respect a striking contrast is presented to both London and Liverpool. It is evident that business in the manufactured article is conducted on much sounder principles than that in the raw material.

The consumption of cotton during the past year has been large; but this great development has been in the latter half of the year, and especially in the last three months. The vast reduction in the cost of the raw material is at last producing the natural result of expanding the consumption, and it is believed that it is now nearly as large as in the year 1860. In that year the actual consumption of Great Britain was estimated at 48,500 bales per week, weighing on the average 425 lbs.; it would require a consumption of 55,000 bales per week of the lighter average we are now accustomed to to equal that of 1860, and we fully believe that the present amount cannot be estimated at less than 52,000 bales per week, with the probability of soon reaching 55,000 bales per week if the raw material continues cheap, and especially so if it declines further. The trade closes this year holding scarcely any surplus stock of the raw material, and very little of either goods or yarns, which must be regarded as a favorable feature.

The export from this country to the continent has fallen off this year, as compared with 1866. This is principally owing to the fact that business on the continent has been constantly interfered with by political anxieties. For a long time war between France and Prussia was apprehended, then war between France and Italy, and latterly great uneasiness has been felt at the internal situation of France. Besides, in 1866, the continent was glutted with cotton, and a large surplus stock was held at the end of the year. This is now worked up, and probably the continent never ended a year barer of cotton than it is now. This, also, is a feature of favorable augury for the future.

The money market and the financial state of the country during the past year now call for comment. Since 1852, there has been no year in which the average rate of interest has been so low. The bank rate opened at 3½ per cent., fell to 2 per cent. in July, and has remained at it since then, and during much of that time the current rate for prime paper was 1½ per cent. No fact could speak more strongly to the prostration of trade. The country has been bleeding from the wounds sustained in the collapse of the joint-stock companies that took place in 1866; the ruin thus spread among all classes was terrible, and has seen no parallel since the railway mania which collapsed in 1847.

The inference from the foregoing remarks is obvious. The internal trade of the country is lamentably dull; the poverty of the middle classes, and the sad want of employment for the working class, are felt in a diminished demand for all articles of consumption, and this has been a chief reason of the depression of trade in Manchester. Our "home trade" has fallen far short of what was expected, and as this important branch used to take off before the war probably about one-third—at all events, fully one-fourth—of the total production of Lancashire, it can easily be perceived how the withdrawal of a large portion of this demand has weakened Manchester.

In connection with this it must further be observed that the last harvest was a bad one, and the high prices ruling for breadstuffs have a very important effect in limiting the consumption of clothing by our laboring population. The extensive substitution of woollen and other textile fabrics during the time of the American war has also tended in a great degree to curtail the consumption of cotton fabrics, and it will be some time yet before cottons resume the leading place they once held.

It must not be supposed, however, from these remarks, that we doubt the ability of Lancashire to dispose of its full production at moderate prices. Happily, the great eastern markets have come to the rescue, and are absorbing a prodigious amount of cotton goods, and seem able to take permanently, as far as we can judge, considerably more than they did before the American war. The production for these markets at present is enormous, and beyond all former precedent; nor is it apprehended by those most conversant with the trade that it will be easy to glut them at the present low range of prices. This is a question, however, which the future only can solve.

PROSPECTS.

The prospects of our market for the coming year now call for a few remarks. The first point to consider is that of supply. The last American crop, made up, as it ought to be, on the basis of receipts at the ports and exports overland to the north, amounted, in round numbers, to 2,050,000 bales. This included, however, a large amount of old cotton, and the portion grown within the season was probably not more than 1,800,000 bales. This was the first crop raised under the free labor system in the south, and compares with an average crop of about 4,000,000 bales for the three years before the war; but the season was very unfavorable, and probably the crop was cut short 25 to 30 per cent. on that account. This year the season, though late, has been highly favorable; the picking season has been unusually long, and public opinion seems to have fixed upon 2,500,000 as a fair estimate of crop. This would show an increase of 700,000 bales upon the growth of last season. Up to the present time the receipts at the ports have but slightly exceeded last year; but this may be ascribed to the lateness of the crop and the prevalence of yellow fever at the Gulf ports. Should the current estimate of 2,500,000 be realized, the receipts must show a heavy excess over last year for some months to come.

It is now understood that the existing cotton tax of $2\frac{1}{2}$ cents currency is not to be repealed till the close of this cotton season, say the 1st of September, 1868, and the effect of this will probably be to induce planters to hold back some portion of the present crop, in order to pass it off next year free of duty. This circumstance will likely make the crop of this season appear less than the real growth.

With regard to its distribution, we will assume the United States to retain the same amount for home consumption as last year, say about 700,000 bales, north of Virginia, which would leave 1,800,000 to be exported to Europe, against 1,557,000 bales the last season. It is probable that the larger part of this surplus will go direct to the continent of Europe, at the expense of the export from Liverpool.

We next turn to India. Our accounts from Bombay represent the crops as promising in most districts of western India, and the acreage under culture as nearly equal to the previous year; but we do not expect the same quantity will be shipped to this country. The growers will be very reluctant to sell their crops at 120r., (= 4½*d. c. f.*) which last year fetched 250r. to 300r., and we expect the crops will be delivered slowly, and a larger portion than usual be kept over the monsoon, and thus withheld from England during 1868. A larger amount will also, in all probability, be shipped to China. From Calcutta we anticipate the greatest falling off, as the current prices of Bengal cotton are too low to draw large quantities to Europe. It is probable that the great bulk of it will go to China. We incline, upon the whole, to think that we shall receive from India, this year, 200,000 to 300,000 bales less than in 1867, or about sufficient to counterbalance the increase from America. A good deal, however, will depend upon how prices rule in the first three months of the year. If the depression continues, and prices go materially lower, we may lose an alarming proportion of our year's supply from India; but if a brisk reaction soon occurs, sufficient to create an active demand in Bombay, there will not be so large a deficit. The character of the year's business will turn very much upon this point, and it will need to be closely watched.

From Egypt a moderate increase upon last year is anticipated, and in Turkey the crops are large; but no accurate information can be obtained on this point, and very little Turkish cotton (Smyrna and Macedonian) now comes to this market.

In Brazil, cotton culture is fast extending in the southern provinces adjacent to Rio and Santos, stimulated, we understand, by a large emigration of southern planters, but the low price to which we have fallen will check cultivation in the districts that lie remote from the seaboard, and we see no reason to look for any material change in the import from Brazil next year. The Rio bags are very small, and the average weight of Brazil cotton considerably less than it used to be, and this makes the quantity from that country considerably less than its appearance in the tables indicates. An import of 450,000 Brazil is only equal to about 150,000 American.

From the minor sources of supply, grouped under the head West India, we expect that supplies will steadily diminish under the chilling influence of low prices.

The general conclusion to which we come is that the average supply of cotton to all Europe in 1868 may slightly exceed that of 1867, but we see no room for any important excess, and we think it will fall short of the supply received in 1866.

We now turn to the consumption of cotton in Great Britain for 1868. The remarks we have made above anticipate lengthened observations here. We believe that at the present range of prices as great a weight of cotton will be consumed in Great Britain this coming year as in 1860; in other words, 55,000 bales per week of 360 pounds to 370 pounds average weight. We expect the position of the trade will gradually improve, especially if the raw material remains cheap, for the enormous fall that has taken place in cotton fabrics, which are now below the prices ruling for some years before the American war, must draw upon them a constantly increasing demand. Calico has resumed its position of being the cheapest article of clothing produced, and this fact must give elasticity to the trade, as in former years.

On the continent of Europe the same causes will tend to produce a large consumption which operate on this country. Indeed, there has been a relatively greater increase of machine power on the continent of late years than here, and, therefore, we think it reasonable to anticipate that it will require 100,000 bales more in 1868 than in 1867, either direct from America or exported from this country. We think all this surplus, or more, will be taken direct from the

United States, and to whatever extent it exceeds 100,000 bales we may perhaps look for a reduced export demand.

Of course, much depends upon the political state of the continent. It could hardly be worse than it has been in 1867, for, though there was no great war, there was a constant dread of it, and the peace which prevailed was only an "armed peace."

We see some hopeful signs for the future. The animosity between France and Prussia is subsiding, and the positive statements of the Emperor Napoleon that he frankly accepts the situation on the other side of the Rhine, surely diminishes not a little the danger of war from mere jealousy of Prussia.

The Roman question seems likely to remain a blister on the European system, and the recent policy of France has exasperated the Italian nation; but Italy single-handed could not dream of going to war with France, and we see no immediate danger to the peace of Europe from this cause. At the same time the Emperor Napoleon is placed in a most embarrassing position, and European tranquillity will not be perfect while French troops remain in Italy.

In our opinion the internal state of France affords the greatest reason for anxiety. Great discontent is known to exist there. The Emperor's policy has been so unfortunate of late years that he has become very unpopular among large classes of his subjects, and were it not for the army a revolution would be highly probable. Trade in France is extremely bad, food dear, and poverty on the increase, and these irritants powerfully aggravate the political discontent. So long, however, as the army remains loyal to the Emperor—and there is no reason to suppose it is not—it is difficult to conceive how any revolution can be successfully accomplished.

We would sum up our views on the question of supply and consumption for 1868 as follows: We expect but a slight increase of supply and a large increase of consumption, especially in Great Britain, but equally so on the continent if tranquillity prevails; and we think that as the year advances it will be found that low prices for cotton, say $6\frac{1}{2}d.$ to $7d.$ for middling American, and $5d.$ to $5\frac{1}{2}d.$ for fair Surats, are not justified. At the same time, so great is the poverty of the trade, and so little confidence is there among merchants, that we doubt if any important improvement will occur in the early spring months; and should the receipts at the American ports during January and February continue large, say 100,000 bales per week on the average—which they ought to do if the crop is to reach $2\frac{1}{2}$ millions—it is not improbable that prices here may rule for a time even below present quotations.

There is but one more subject upon which we will make some concluding remarks: we refer to the future production of cotton. The supply for the coming year is drawn from the production based upon $12d.$ per lb. for American and $8d.$ for Surat cotton. Will as much cotton be grown in the following year if prices at the planting time are nearly a half lower? We think not. The result of this year's cotton crop to the American planter is ruinous. After deducting the tax the price in the southern ports is about 12 cents, or $4\frac{1}{2}d.$ per pound, whereas for some years before the war the average price was $5\frac{1}{2}d.$ to $6d.$ per pound, and it is admitted on all hands that the cost to the planter is far greater than it was before the war. So far as we can make out, the present price of cotton in America is five or six cents per pound below what is necessary to yield even a moderate return to the planter for the present crop.

Throughout the south there is extreme poverty and discouragement; most of the planters are deeply in debt, and a large proportion of the factors at the ports are insolvent. Universal complaints are made of the unreliable labor of the freedmen, and it will be extremely difficult for planters to obtain money to plant their next crops. Breadstuffs, on the other hand, have been dear, and have paid much better than cotton this season, and we think that a larger area will be sown with them at the expense of cotton. A good deal will depend

upon the price ruling at the time of planting; should that be forced down to 6*d.* or even 6½*d.* for middling, we fear the effect will be dangerous in regard to the future supplies of our raw material.

In India we have no doubt that the production of cotton will fall off considerably. Breadstuffs there, as in America, are relatively much higher than cotton, and pay the farmer far better, and we believe that if fair dhollera rules under 6*d.* per pound at the time of next sowing, say in July, there will be a large decrease in the area put under cotton. Prior to the American war we were drawing from all India about half a million of bales annually, based upon 5*d.* per pound for fair dhollera. No doubt, since then cotton culture has taken a firmer hold of that country, and the great development of the railway system has given a permanent stimulus to production, but we think it would not be safe to calculate upon an annual supply from India of more than a million of bales, based upon 5*d.* for fair dhollera: that is to say, double the amount received before the American war, and fully one-third less than the highest average reached for any three years during or since the war. (The import of East India into Great Britain during 1865 to 1867 averaged 1,600,000 bales.)

In Egypt we have no doubt that the cultivation of cotton will fall off very much, with such low prices ruling for its staple. That country is as well adapted for growing grain as cotton, and at current prices the former pays much better. We think in none of our cotton-growing countries will production be so much checked as in Egypt; there is none in which it is so easy to substitute breadstuffs for cotton.

Regarding Brazil, we have less reliable information. We understand that the plant, in many of the provinces at least, is a triennial, requiring to be sown only once in three years, and thus a fall in price does not affect the production so sharply as in countries where the plant is sown annually, as in America, India, and Egypt; but still we have little doubt that cultivation will recede under the influence of such a range of prices as now exists.

The general conclusion to which we come is this, that the prices now current, based upon 7*d.* to 7½*d.* for middling upland (American) cotton, will not draw an adequate supply of cotton permanently for the consumption of Europe—at least, if that consumption is to go on at the rate prevalent before the American war broke out; and we think this view will take hold of the public mind as the year advances, and be an element of decided strength to the market.

Tabular cotton statement for the past ten years.

Year.	Total import of all kinds into Great Britain.	Total import of East India and China into Great Britain.	Total import of American into Great Britain.	Total export of all kinds from Great Britain.	Average weekly consumption of all kinds in Great Britain.	Total stock in Great Britain on 31st December.
1867....	3,500,770	1,509,690	1,225,690	1,105,040	49,086	554,800
1866....	3,749,041	1,866,603	1,162,745	1,136,565	46,854	581,571
1865....	2,755,321	1,408,135	461,927	890,830	39,130	405,490
1864....	2,587,096	1,798,588	197,776	732,480	30,692	575,730
1863....	1,932,162	1,390,791	131,900	660,950	26,488	327,550
1862....	1,445,051	1,072,768	72,369	564,912	22,033	433,700
1861....	3,035,728	986,290	1,841,643	677,222	43,340	699,300
1860....	3,363,994	562,674	2,579,759	609,000	50,590	594,500
1859....	2,828,489	510,603	2,084,991	436,017	44,115	470,500
1858....	2,430,848	357,697	1,854,004	348,602	41,591	371,990

Lowest and highest prices.

Year.	Middling Orleans.		Fair Egyptian.		Fair dhollera.		Fair Bengal.	
	d.	d.	d.	d.	d.	d.	d.	d.
1867.....	7 $\frac{3}{8}$	15 $\frac{5}{8}$	7 $\frac{3}{8}$	17	5 $\frac{1}{2}$	12 $\frac{1}{2}$	4 $\frac{1}{2}$	9
1866.....	12 $\frac{1}{2}$	21	16	24	8 $\frac{1}{2}$	17 $\frac{3}{4}$	5 $\frac{1}{2}$	13 $\frac{1}{2}$
1865.....	12 $\frac{1}{2}$	27	13	27 $\frac{1}{2}$	9 $\frac{1}{2}$	20	5	13 $\frac{1}{2}$
1864.....	22	31 $\frac{3}{4}$	21	30 $\frac{1}{4}$	13 $\frac{1}{2}$	23 $\frac{3}{4}$	8	18
1863.....	21	29 $\frac{1}{2}$	19 $\frac{1}{2}$	29 $\frac{3}{4}$	16	24 $\frac{1}{2}$	11	20 $\frac{1}{2}$
1862.....	12 $\frac{1}{2}$	29	12 $\frac{1}{2}$	29	8	18 $\frac{1}{2}$	7	16
1861.....	6 $\frac{7}{8}$	12	8 $\frac{1}{2}$	13 $\frac{3}{4}$	5	8 $\frac{1}{4}$	4 $\frac{1}{2}$	6 $\frac{1}{2}$
1860.....	5 $\frac{3}{4}$	7 $\frac{1}{2}$	8	8 $\frac{3}{4}$	3 $\frac{3}{4}$	5 $\frac{1}{2}$	3	4 $\frac{1}{2}$
1859.....	6 $\frac{5}{8}$	7 $\frac{3}{8}$	7 $\frac{5}{8}$	8 $\frac{3}{4}$	4 $\frac{5}{8}$	5 $\frac{7}{8}$	4 $\frac{1}{2}$	5 $\frac{1}{2}$
1858.....	6 $\frac{7}{8}$	7 $\frac{3}{8}$	7 $\frac{3}{4}$	9 $\frac{1}{2}$	4 $\frac{1}{2}$	5 $\frac{3}{4}$	3 $\frac{3}{8}$	5 $\frac{1}{4}$
Value to-day	7 $\frac{3}{8}$		7 $\frac{3}{4}$		5 $\frac{1}{2}$		4 $\frac{1}{2}$	

Prices of cotton yarn and goods in 1867.

Month ending—	Middling Orleans.	Fair Egyptian.	Fair dhollera.	1st 30's water-twist.	39-inch 8 $\frac{1}{2}$ pounds shirtings.
1867.					
January 31.....	15 $\frac{1}{8}$	16 $\frac{1}{2}$	12 $\frac{1}{2}$	20 $\frac{1}{2}$	13 3
February 28.....	13 $\frac{3}{8}$	16 $\frac{1}{2}$	11 $\frac{1}{2}$	20 $\frac{1}{2}$	13 0
March 28.....	13 $\frac{1}{2}$	16	11 $\frac{3}{8}$	20	12 9
April 25.....	10 $\frac{3}{4}$	13 $\frac{3}{4}$	9 $\frac{1}{4}$	18 $\frac{1}{2}$	11 3
May 30.....	11 $\frac{3}{8}$	15 $\frac{1}{4}$	9 $\frac{1}{4}$	18 $\frac{1}{2}$	12 6
June 27.....	11 $\frac{1}{4}$	15 $\frac{1}{4}$	9	18 $\frac{1}{2}$	12 6
July 25.....	10 $\frac{1}{2}$	14	8 $\frac{1}{2}$	17 $\frac{1}{2}$	11 6
August 29.....	10 $\frac{1}{2}$	12	7 $\frac{1}{2}$	16 $\frac{1}{2}$	11 0
September 26.....	9	10 $\frac{1}{4}$	6 $\frac{1}{8}$	15	10 6
October 31.....	9	9 $\frac{3}{4}$	6 $\frac{5}{8}$	14	10 3
November 23.....	7 $\frac{7}{8}$	9 $\frac{1}{2}$	6 $\frac{1}{8}$	13	10 0
December 26.....				13	10 0

Margins between the value of cotton and yarn and yarn and cloth in the years 1860, 1866, and 1867.

COTTON AND YARN.

Descriptions.	Prices December 31.			Averages.		
	1867.	1866.	1860.	1867.	1866.	1860.
30's water twist, per pound	d. 13	d. 21	d. 12 $\frac{1}{4}$	d. 17 $\frac{3}{8}$	d. 22 $\frac{1}{4}$	d. 12 $\frac{1}{8}$
Middling Orleans, per pound		15 $\frac{1}{4}$	7 $\frac{3}{8}$		15 $\frac{1}{4}$	6 $\frac{3}{8}$
Margins, per pound.....		5 $\frac{3}{4}$	4 $\frac{7}{8}$		6 $\frac{1}{4}$	5 $\frac{1}{2}$

YARN AND CLOTH.

Descriptions.	Price December 31.			Averages.		
	1867.	1866.	1860.	1867.	1866.	1860.
39-inch 8½ shirtings, per piece.....	<i>s. d.</i> 10 0	<i>s. d.</i> 13 9	<i>s. d.</i> 9 4	<i>s. d.</i> 11 8½	<i>s. d.</i> 14 11	<i>s. d.</i> 9 6½
The above, representing on the average about 7½ pounds yarn, is equal per pound to.....	1 4	1 10	1 2½	1 6½	1 11½	1 3¼
30's water twist, per pound.....	1 1	1 9	1 0¼	1 5½	1 10¼	1 0½
Margins, per pound.....	0 3	0 1	0 2½	0 1½	0 1½	0 3½

Growth, consumption, &c., of the United States.

Years.	Growth.	Consumption.	Exported to Great Britain.
1853-1854	2,930,027	737,236	1,603,750
1854-1855	2,847,339	706,412	1,549,716
1855-1856	3,527,845	770,739	1,921,386
1856-1857	2,939,519	819,936	1,428,870
1857-1858	3,113,962	595,562	1,809,966
1858-1859	3,851,481	927,651	2,019,252
1859-1860	4,675,770	978,043	2,669,432
1860-1861	3,656,086	843,740	2,175,225
1865-1866	2,151,043	667,292	1,262,271
1866-1867	2,026,988	854,039	1,216,262
Ten years' average	3,172,006	790,065	1,765,613

Average weekly consumption of the Continent.

Years.	Bales per week
1851 }	21,923
1855 }	
1860.....	32,444
1863.....	19,633
1864.....	20,691
1865.....	27,193
1866.....	33,846

Largest stock in Liverpool on record, (1860,) 1,358,630 bales; middling Orleans at the same time, 6½*d.* per pound.

Largest stock in Liverpool this year, (1867,) 861,490 bales; middling Orleans at the same time, 11½*d.* per pound.

Smallest stock during the 13 years anterior to the war, (in 1858,) 181,220 bales; middling Orleans at the same time, 7½*d.* per pound.

Smallest stock this year, (1867,) 431,690 bales; middling average weekly stock of the 13 years anterior to the war, 566,886 bales; average price of Middling Orleans, 6*d.* per pound.

Largest American crop on record, (1859-'60,) 4,675,770 bales; smallest American crop during the 15 years anterior to the war, (in 1846-'47,) 1,778,651 bales; average crop for the same period, 3,008,452 bales.

Largest imports into Great Britain for one year on record, (1866,) 3,749,041 bales.

Highest price of middling Orleans during the past 20 years, (1864,) $31\frac{3}{4}d.$; lowest ditto, (1848,) $3\frac{3}{4}d.$

Highest price of middling Orleans for 13 years anterior to the war, (1857,) $9\frac{5}{16}d.$; average ditto for same period, $6d.$

After so many years of exceedingly indifferent and disheartening trade it is to be sincerely hoped that the year 1868 will inaugurate a new and more prosperous career in every branch of industry connected with the staple article of cotton. One great and important element in the shape of inflated values has ceased to exist, and from this fact alone it would naturally be inferred that a reaction towards a sound and legitimate trade would necessarily ensue. The risk in commercial adventures, both at home and abroad, has decreased in an equal ratio, and no doubt, therefore, after a few months has elapsed, confidence, in a great measure, will be restored, and capital, which for a considerable period has been lying dormant, will again enter the commercial arena.

Nevertheless, there is a feeling of great despair observable, especially in the manufacturing districts, which is certainly not modified by the prevailing but to some extent erroneous idea, that the continent of Europe has vastly increased in her cotton manufacture. It is true that a certain increase has taken place, and also true that operatives receive, on the average, about 15 per cent. less in wages than in this country; but, as regards the latter, there are certain primary advantages possessed by the English manufacturer which nearly, if not fully, compensate for what advantage is obtained by the continental manufacturer in point of wages. With regard to the former the continent, in 1860, consumed 1,688,000 bales, and in 1866 1,760,000 bales, or an increase, as compared with 1860, of only 92,000 bales, certainly not a very significant augmentation, considering the increase of population since 1860. The accounts of the spinning trade, both from France, Belgium, and Holland, are equally as desponding in their character as those from Manchester and the surrounding districts. Another very important fact in connection with this subject is the decrease in the export of machinery thence.

It would, therefore, naturally be surmised that the present indifferent state of trade, as applicable to cotton manufacture, is not so much a question of continental competition as of limited consumption, which applies not only to Great Britain and the continent, but to every country in the world, arising from the extremely high prices ruling since 1861. With regard to stocks, Messrs. George Fraser, Son & Co., of Manchester, remarked on the 15th instant: "Stocks are well kept down in first hands, and so far as the home trade is concerned, they are more than usually small, both in warehouses and storekeepers' establishments, which is a good feature."

No doubt, therefore, that, as consumption will soon receive the great and important advantages arising from the comparatively low rates now ruling, a reaction may shortly be expected to ensue, and a branch of commerce which for a series of years has been in a state of thorough disorganization, will again become a sound, healthy, and legitimate trade.

PROSPECTS OF 1868.

"It is a long lane that has no turning." All our writers on the trade of 1867 have a dismal tale to tell. They say that their report for 1866 was bad, but that for 1867 is worse. There has been little doing, and by that little small profit has been made. Indeed, in many cases there have been great sacrifices of capital, and the strangeness is that the moneyed men have suffered the most. In the wool trade for instance, after a considerable fall, they attended the clip sales and bought, supposing prices could hardly go lower. They made goods also, hoping that it was safe to do so. But wool and goods continued to fall. The rich men held on, thinking the turn could not be far off. But still prices went lower and lower, and have inflicted losses which nothing but several previous

years of prosperity have prevented from being ruinous. The hand-to-mouth people have been somewhat better off. They have bought sparingly, manufactured carefully, and sold promptly for what they could get, so that where they have lost, the amount has not been heavy, and in some cases they have realized their own or perhaps made a small profit. The year 1867 has been a period in the process of reaction and rectification. It has been a stage only. It has not embraced the whole process. This began in 1866; it is likely to be continued for a while in 1868. But we hope we may believe that 1867 has seen the most and the worst of it. From several causes, spread over the previous years, there had been a great disturbance of the usual course of trade. The chief of those causes was the American civil war, cutting off our supply of cotton. The southern States, stimulated by the rising prices which the increased commercial activity of the world had secured to them, had gone on augmenting their production till the annual supply reached 4,000,000 bales. The war reduced that to a fraction of its former amount, and made the obtaining of that fraction, though at enormous prices, most uncertain. A tremendous effort was made all over the world to make up the deficiency by other kinds of cotton and with different material. The earth was ransacked for cotton, wool, flax, and other fibrous substances. The civil war, while making a scarcity of material, created a demand for goods in almost unlimited quantity and at any price. This, added to the ordinary wants of other markets, not only affected the producers and dealers in the raw material, but also the manufacturers who worked it up. Cotton mills were turned to the production of worsted and linen yarns and goods, and new machinery was rapidly erected to carry on those profitable trades. In 1865 the war came to an end, but the demand for some months continued more rampant than ever. There had been such a clearing of American markets during the war that for a time it appeared as if nothing could satiate them. Men were amazed that the collapse which all the rules of political economy taught them ought to follow four years of unparalleled waste, disguised by the unbounded inflation of the currency, did not come. It was staved off, but it is come at last; and with it we are suffering a decline in price, because the production is now ahead of the demand in all the great departments of our manufactures. But then it may be asked, if prices fall, why does not greater cheapness stimulate consumption? We need only look round the world to see the reason for this. Whence is our demand to come? From the continent or from America? We have but to recall the state of things on the continent during these two years to show it can yield little trade. There is disturbance enough to prevent the activity of a peaceful demand, while there is not actual war to create a war demand. To this and to the bad harvest we owe it, that in France we hear of heavy stocks, small consumption, and "a perpetual ferment of distrust from the fear of political disturbances." For the same reasons we are told that in Germany trade has been "quite of a hand-to-mouth character," and "a great deal of uneasiness pervades the country." We do not need to say that Italy must be as badly or worse off, for besides political distractions it has suffered severely from cholera. Then here are the populations of France, Germany, and Italy prevented from trading freely. We must remember the sympathetic effect of the state of these countries on Austria, Russia, Spain, Turkey, &c., and add to it the internal troubles which each country has in itself. Nor can we omit in this survey the progress continental manufacturers have made during the last twenty years, and their capacity, aided by protective duties, more than supply their own demand when it is flat. These considerations are enough to show why continental trade has failed us. In America we have had to contend with hostile legislation, seeking to exclude foreign productions, and continually adopting new expedients for that purpose. On woollens, the import duty in March was suddenly advanced 25 to 100 per cent., "thus making it, as it was no doubt intended to be, absolutely prohibitory." Quantities of goods exported to the

States have been reshipped and forced upon the depressed markets of this country and the colonies. We must add to the effect of the tariff on our trade, that the domestic manufactures of America are themselves suffering a depression as severe, if not more severe than our own. In New York alone there are said to be 50,000 men unemployed. And as to the people of the south, with whom we should be glad to establish a free trade, giving our goods in exchange for cotton, sugar, rice, tobacco, &c., these people are suffering both from the political and fiscal domination of the north. The civil war was carried on, as the hottest federals at times avowed, to maintain the southern markets as a preserve for northern goods; and one main reason why no recuperative energy is shown in the cruelly wasted south is in the disadvantageous terms on which it must, under the American tariff, exchange its produce for manufactures. Having thus shown why the continent and America have done nothing by their demand to check the downward progress in the markets of our manufactures, it is hardly necessary to say that the colonies, even under the best circumstances, could not have furnished any great alleviation. In Canada the harvest of 1860 was bad. The markets were overstocked by previous speculation, and this was aggravated by the forcing upon them goods that had been exported to the United States, but were repelled from its ports by the high duties. Commercial confidence in Canada has also been shaken by several large failures.

Such being the state of things abroad in reference to our greatest exports, it of necessity follows that every branch of industry must suffer at home. We have a pretty good indication of what has been going on in the price of wool for the last ten years. The prices quoted relate to Lincoln hogs:

February, 1858	1s. 4d.	per pound-
January, 1859	1s. 9d.	"
December, 1862	1s. 11½d.	"
December, 1863	2s. 2d.	"
December, 1864	2s. 8d.	"
December, 1865	2s. 5d.	"
December, 1866	2s. 0d.	"
December, 1867	1s. 5d.	"

The time of high prices stimulated production. It is computed that our importation of colonial wool has nearly doubled since 1863.

Now, if our readers will take this as an indication of what has been going on in cotton and other articles as well as wool, they will perfectly see why we are suffering. Mainly owing to the disturbance of the cotton supply by the war, prices were inflated. People were carried off their legs. The trouble caused by the cotton famine gave unnatural prosperity to other trades. Materials and goods were high, and manufacturers rapidly augmented their machinery. We have been finding our way back again to something like the previous range of prices, and in a falling market, till people are pretty well assured that the bottom has been reached, nobody dare operate.

Thus it is that we find ourselves in this position—we have cotton, wool, iron, at lower prices than have been known for years. We have money a drug in the market. We hear nowhere of our manufacturers having large stocks. Many have been very careful, and notwithstanding the multitudes of people who have suffered by the disastrous speculations into which they have been tempted by limited liability, by the gigantic frauds that have been perpetrated in connection with railways, banks, finance companies, &c., there have been comparatively few commercial failures.

But now for the future. We are not about to flatter our readers that we have reached the bottom of the hill or the turning of the long lane. Deeply thankful we should be if we could see proofs that things are about to mend. European trade is made worse by the last bad harvest. If Providence should vouchsafe

good harvests this year, so that to cheap materials and cheap money we can add cheap food, that will be an important element in our favor. Then, too, it may be hoped that the bitter experience we have had of commercial frauds on a gigantic scale will have done something to make people more honest, from policy, at least, if not from principle. Every month that goes on tends to repair the varied forms of damage the great failures have inflicted on private means. We have no doubt that the trumpety Fenian conspiracy which has paralyzed Irish trade, and is now aiming to inflict a similar injury in England, will soon be effectually dealt with. From these changes we may hope that our home trade will improve. As to exportations, we have to remember the effect of foreign competition, foreign tariffs, and fears of war and revolution. The first we must meet as best we may. We hear great things said about the progress of foreign manufactures as shown in the French Exhibition. We have no objection to a little exaggeration here. Foreigners have made progress because they have been compelled to use every means of overtaking us. If we feel them treading on our heels, why should we not quicken our pace? What they have done to rival us we can do to surpass them. Their tariffs and their political vexations are beyond our control. We can only hope that, as to both, foreign nations may grow more wise, and if we should have the good fortune to keep clear of their complications, we shall find the means of making goods which will meet the wants of some considerable part of the world.

HARDWARE MANUFACTURE AND THE BOARD OF TRADE RETURNS.

Turning to the exports of articles manufactured in the midlands, and comparing the declared value of them with the exports in the month of November, 1866, we find an increase in small-arms, ammunition, boots and shoes, drugs, iron, jewelry, salt, and tin-plate, and a decrease in alkali, beer and ale, railway and other carriages, cordage and twine, carpets, ribbons, saddlery, soap, cutlery, general hardware, wire, steel, and earthenware.

The increase in the exports of iron is very small, indeed—less than £3,000. In steel there is a falling off in the exports for the month of £24,128. The following figures will show the value of these exports for the month and the 11 months of 1866 and 1867 respectively:

Iron.	Month of November.		Eleven months.	
	1866.	1867.	1866.	1867.
Pig and puddled.....	£114,523	£100,527	£1,423,427	£1,572,258
Bar, angle, &c.....	266,148	187,315	2,147,472	2,182,352
Railroad.....	336,743	334,505	3,915,641	4,630,684
Wire.....	39,205	26,201	422,864	325,997
Telegraphic wire.....	11,233	9,992	311,815	204,326
Castings.....	38,582	62,054	622,907	634,738
Hoops, sheets, &c.....	134,024	172,141	1,646,335	1,670,447
Wrought of all sorts.....	201,314	166,621	2,453,852	1,986,435
Old iron.....	9,607	20,334	49,795	179,541
Steel, unwrought.....	106,792	82,664	1,029,907	998,619

Dealing with the iron exports for the month, we find that in pig and puddled iron the decrease is almost wholly attributable to France, which falls from £37,026, in October, 1866, to £16,460. The increase in bar, angle, bolt, and rod iron is due chiefly to British India, British North America, and "other countries." India takes £46,124 instead of £38,622, and North America £2,140 instead of £535. With the United States there is a decrease from

£62,715 to £27,429, and this accounts for the general falling off in the exports of this description of iron. In railway iron the very small decrease arises from the restricted exports to the United States, Sweden, and Australia. India, however, springs from £102,059 to £165,735. In castings, the very large increase is almost entirely due to India and Australia. The very marked increase in the exports of hoops, sheets, and boiler-plates must also, in the main, be attributed to India, to which country they have risen from £16,650 to £56,463. With the United States there is a falling off of more than £13,000. In wrought iron there is a large diminution in the exports to Australia and the United States. In steel the total falling off for the month is £24,128, and this decrease is wholly with the United States.

The total exports of hardware go down from £327,462 to £321,888. The following are the figures for the month and the eleven months:

Hardware and cutlery.	Month of November.		Eleven months.	
	1866.	1867.	1866.	1867.
Cutlery.....	£46,418	£41,615	£485,217	£442,839
Tools, &c.....	34,540	40,371	476,801	458,745
General hardware.....	246,504	239,902	3,077,846	2,719,666

In the cutlery the decrease is again almost entirely with the United States. To India and Australia there is also a decrease, but to France, Brazil, and North America an increase. In tools the exports to Russia and France have doubled, and to the United States nearly so. Australia had declined. In general hardware the falling off is with France, the United States, and Australia; to India they have risen from £725 to £19,662.

ANNUAL TRADE REPORTS.

Like its predecessor, but to a greater extent, 1867 was a successful year to the corn trade, which, however, we are grieved to say, was an exception to the general financial and commercial stagnation. We are sorry to have to record bread riots last autumn—an unjust and useless revenge for the high prices upon innocent shopkeepers. After a long and severe winter, April broke in upon us like a summer month, followed by a winter May, and, with the exception of a few intensely hot days about the middle of August, by another cloudy, cheerless summer. The autumn was more genial, and the present winter, so far as we have entered, has been favorable, and a large breadth of wheat was well got in. The effects of the past season were injurious to all grain, as well as to the potatoes, but beneficial to the hay and root crops, both of which were abundant. The continent of Europe generally also suffered from the extremes of temperature during the spring months, thereby partly or wholly losing the rye crops and lessening the produce of other kinds of grain. In Russia, Finland, Sweden, (especially the eastern side,) Denmark, and in the German States, the rye crops failed to a sad extent, and we hear from parties, whose veracity we do not doubt, that the barks of trees, and the pulp taken from the interior of a description of bulrush, is now mixed with oats ground up with their husks, and used as food by the peasantry of Sweden. In Russia rye has reached such a price that distillers there cannot afford to use it, (a most unusual circumstance,) and they are now obliged to take oats. The maize crops on the continent were from one-third to one-half, and we hear of estimates as low as two-thirds, deficient in quantity. The potato crops in the United Kingdom were worse than at any

period since the terrible Irish famine years, 1845-'46. Under these circumstances, we cannot look to any substitute for wheat bread at its present relative value; it is, therefore, probable that the consumption of bread, notwithstanding the want of employment among the laboring classes, will not be less than on ordinary occasions. The total importation of all kinds of grain and flour into the United Kingdom last year was about 65,300,000 cwt., against 62,278,170 cwt. in 1866. The total estimated value, in the absence of complete government returns, we set at about £40,000,000, against £29,802,301 in 1866. The number of grain cargoes on passage to the United Kingdom from the south of Europe and America, according to the latest accounts, is 562, against 410 at the corresponding date in the previous year, viz: of wheat 423, against 324; of barley 39, against 28; and of maize only 6, against 6.

Wheat.—It would, indeed, have been strange, hardy as this plant is, had the last crop turned out to be good either in quantity or quality, considering that the seed planted was itself badly sown, that much of the land was in a very indifferent condition to receive it, and the entire season, up to the time of harvest, was in every respect unpropitious. Notwithstanding the severe frost in May, the plant looked so healthy and strong, and the bulk of straw was so great, that good judges considered there would be a bountiful produce of wheat, more particularly in Lincolnshire and Essex, and few in the trade acted upon the chances of a bad harvest, and it was not until actual deliveries of the new crop that the doubts of the few were dissipated into a general belief in the really dangerous position of matters. In consequence of the great variation in the accounts given, it is unusually difficult for us this year to arrive at a correct idea of the produce per acre; we may, however, venture to say that it has turned out much shorter than was expected, even at harvest time, and it has not improved by experience of the threshing, either in quantity or quality. This May frost, however, caused much blight in most counties, and we hear of a field here and there producing one quarter to the acre, instead of five. The first samples appeared at our market on 12th August, or the corresponding Monday to last year, and 14 days later than the previous. The natural weights are under those of last year, bad as they then were, those from Essex the worst. Occasional samples come up to 62 pounds, the best runs not over 61 pounds, second quality runs not over 59 pounds, and a considerable number of blighted and badly-harvested samples vary from 58 pounds to 56 pounds per bushel. We much doubt if the aggregate average weight for the kingdom can be called up to 60 pounds, a deficiency of more than 3 per cent. compared with an average season, say 62 pounds. According to official returns, the breadth of land in England under this crop was rather less than the previous year; in Scotland and in Ireland slightly more. From the most careful accounts we have been able to collect, we estimate the deficiency in the yield per acre in England at about 20 per cent., making a total loss in weight and measure equal to fully 3,000,000 quarters on the estimated average growth. We therefore think we shall want an importation of fully 10,000,000 quarters wheat and flour, from the 1st September, 1867, to the 31st August, 1868. We would here remark that we feel confirmed in our present estimate, by that declared by us last year, viz., 9,000,000 quarters; for, although we only received 7,600,000, it must be borne in mind that at last harvest farmers' stocks were nearly exhausted, and granary stocks extremely low, thus leaving us in a precarious situation; and it is no exaggeration to say that the 1,500,000 had thus been made up, and that the sudden conviction of the trade to this fact materially aided the subsequent rise in prices. Foreign supplies of wheat and flour into the United Kingdom since the 1st September (the commencement of the cereal year) have been at the rate of rather more than 10,000,000 quarters for the 12 months, against nearly 6,000,000 the previous year, and since the 1st of November over 12,000,000, against 8,000,000 the previous year. Farmers' deliveries of wheat

since the 1st September have been at the rate of nearly 10,500,000 quarters per annum, against 11,250,000 the previous year, and since the 1st of November at nearly 10,250,000, against rather over 11,000,000 the previous year. It is generally acknowledged that up to this date, say 20 weeks from the first show of samples, farmers have threshed out from 50 to 70 per cent.—a much larger proportion than usual—of the new crop, while in 1866 one-half was old, and in the previous year two-thirds. It seems, therefore, evident that their supplies must be more thinly spread over the remaining 32 weeks, or they will suddenly fall off altogether before we begin upon the next harvest, should this be even at an early period. In Scotland the crop is said to be quite as deficient and defective as our own. Since last harvest all the countries in Europe (South Russia and Hungary excepted) have been considerable purchasers of wheat or rye, and we fully expect this will continue to be the case until good crops have been secured at the next harvest. France had a deficient crop, and will probably want 5,000,000 quarters. She imported from 1st September to 31st October, 1867, (her last account published,) 955,384 quarters, and exported to nearly the same extent, while in the month of November alone about 500,000 wheat went into Marseilles, and was disposed of on rising markets to Spain, Paris, &c., and stocks there are now very moderate. Algeria has suffered lamentably for want of food for both man and beast. Egypt has resumed her grain trade, but not yet on the former scale. In southern Russia, the districts which ship from the Azoff secured about average crops in quantity, and of fine quality, with the exception of the line and Yeisk from Taganrog, which were small and of middling quality. The Danube had a large and fine crop in Wallachia, but in Moldavia about half a crop only. In Bessarabia there was almost a total failure; the shipments, therefore, from Odessa will not be so large as those of last year. America, to which country a few months since we were sending wheat and flour, secured a bountiful crop of spring wheat, but a decidedly short one of winter, the qualities good. In consequence of her exhausted stocks, and the demand from local millers on the new crop, prices at New York were for some time on too high a level to allow of extensive shipments, and the canals being frozen and declared officially closed on the 10th December, with 2,000,000 bushels wheat ice-bound, it is not unlikely that prices there may take a sudden start previous to the opening of navigation, in April next. We have already received considerable supplies from thence, and we shall doubtless receive much larger quantities next summer and autumn. In Belgium and in the German States the produce to the acre was from 15 to 25 per cent. less than average, and in the Dantzic districts and Upper Poland we hear of a deficiency of 50 per cent., and 25 per cent. is of most inferior quality. California, Australia, and Chili, in spite of the scarcity of shipping, have largely contributed to our wants, and as, by last advices from the colonies, the next harvest, which is now about to be reaped, is favorably spoken of, we may expect continued supplies, until prices here have fallen 20s. per quarter. Importations into the United Kingdom in the past year amounted to about 34,504,000 cwt., against 23,156,329 in 1866. Of the 1,526,293 quarters imported into London, we received 9 per cent. from America, $1\frac{1}{3}$ Canada, $31\frac{1}{3}$ German states, 38 Russia, and $7\frac{7}{8}$ France. The year opened with an imperial weekly average price of 60s. 2d., against 46s. 3d. in 1866, and the latest was 66s. 9d.; the highest was 70s. 5d., on 26th October, and the lowest 59s. 3d., on 9th March. The annual aggregate average was about 64s. 3d., against 49s. 11d. in 1866, and 41s. 10d. in 1865. Our stock is heavy, and at the outports accumulating.

Barley—In consequence of the relative high value of this grain the previous 12 months, and the unfavorable condition of the land in the autumn, and again in the early spring, for receiving the seed wheat, a more than usual breadth of barley was sown in England. The produce to the acre and the weights per bushel vary greatly, according to the county and situation of the farms, the

May frost having materially injured some fields, while their next neighbors were left comparatively unhurt, and there is no doubt that had it not been for these few days of untoward weather the crop would have been one of the largest ever grown. Taking the extra breadth into account, we consider the quantity to have been a full average, but the weight 2 per cent. under average. With the exception of a rather large proportion from Norfolk and Suffolk, nearly all samples are deficient in color and form, but accounts represent all the barley to be full of vitality, and, when made into malt, to give a large and excellent extract. Good samples weigh 52 pounds to 56 pounds, and a few choice up to 54 pounds, but there is a great quantity of 50 pounds and even 48 pounds used for making into brown malt, which pulls down the total average weight. Scotland suffered more than ourselves from the effects of the weather. Her crops were from 15 to 20 per cent. under average, and the samples are mostly unripe, dark in color, and unsuited to this market. The crops in France, Belgium, and Germany were all more or less under average, and very little was fine enough in quality to tempt our large pale-ale brewers to become free purchasers. Denmark and Sweden secured about average quantities, but there is a harshness about the quality which would have prevented their use here for malting purposes, had not the unusually extensive native demand for this article, as a substitute for rye, kept prices at too high a range to compete with our markets. In Russia and along the Danube the crops are estimated at about two-thirds under average, and, if our information can be relied upon, very little will be left for exportation next spring. There is, however, just the possibility that growers have been induced to send forward their wheat, to meet the current prices, rather than their barley. There can be no doubt the continued want of employment among the laboring classes, more especially in ship-building and railway and iron works, materially reduces the consumption of beer, and thereby keeps down the price of malt, and consequently of barley, which, from the scarcity of maize and other feeding descriptions of grain, would otherwise have been at a higher value. The total importations into the United Kingdom in the past year amounted to about 5,728,000 cwt., against 8,433,863 cwt. in 1866—the largest on record. Into London we received 358,360 quarters, of which Russia sent 9, France 8, Denmark 11, German states 12½, Turkish dominions 16 per cent. 1867 opened with an imperial weekly average of 43s. 6d., against 32s. 9d. the previous year, and the latest was 41s. 2d. The highest was 45s. 9d., on 26th January, and the lowest 34s. 9d., on 13th July. The annual aggregate average was about 40s., against 37s. 5d. in 1866, and 29s. 9d. in 1865.

Oats.—In England an average breadth was sown, and the produce to the acre was good, but the weights are particularly various, although the crops were upon the whole well harvested. Some that were touched by frost in the blooming season are as light as 25 pounds, many of the grains being plump to the eye, but empty of the kernel. In Yorkshire there was a good average quantity and quality. In Lincolnshire and Cambridgeshire an occasional sample is found 42 pounds, but the average is not over 36 pounds. In Kent the white vary from 28 pounds to 44 pounds, the runs of black about 38 pounds; the average said to be about 36 pounds. In the West of England there was a large bulk on the hills, and the weight is from 39 to 40 pounds; and this district, which is generally supplied by Ireland, requires less than usual. Scotland had an average of land under this crop, but the yield to the acre and the weight to the bushel are decidedly short; the worst on eastern side and in Caithness, and the best in the early southern counties, where a few samples come of a fine color, and weigh up to 42 pounds to 44 pounds, while a large proportion is only 38 pounds, and some down to 34 pounds; upon the whole, 25 per cent. loss in weight and measure. In Ireland there was again a diminished cultivation, equal to about 250,000 quarters, but the produce to the acre was a full average. There will, however, be an increased consumption of oatmeal in Ireland, in con-

sequence of the high price of maize. The crops in Sweden and Denmark, which just before harvest were represented as abundant, are now described as certainly not over an average, and the quality is not very good. In Holland, Hanover, and Lower Baltic the crops were about an average. Petersburg and Archangel accounts represent the crops as full average in quantity, but the weights rather light. Riga much smaller than last year. Odessa about average. The total importation into the United Kingdom was about 9,415,000 cwt., against 8,844,586 cwt. in 1866. Into London we received 2,274,567 quarters, (against 2,306,478 quarters in 1866,) of which Russia sent 43, Sweden 40, Denmark $2\frac{1}{2}$, Holland $2\frac{1}{3}$, German states $7\frac{3}{4}$, and America and Canada 9 per cent. The year opened with an imperial weekly average of 24s. 2d., against 23s. 6d. the previous year, and the latest was 24s. 4d. The highest was 29s. 7d., on the 17th August; the lowest 23s. 4d., on 19th January. The annual aggregate average was about 25s. 11d., against 24s. 7d. the previous year. We commenced the year with a moderate stock, and closed with a rather large one.

Beans and peas.—Both crops suffered more than any other from the ill effects of the weather. The former was about two-thirds of a crop in Essex and Kent, while in some of the northern counties the yield was better, and in others worse. Egyptian supplies have therefore come very timely to our aid. Mazagan and Sicily required what they grew, either for own use or for exportation to their near neighbors; the latter in Essex and Kent varied from one-half to two-thirds of an average, but as the cultivation of this crop is chiefly in the home counties, and the whole growth of the kingdom is but a small percentage of the consumption, prices are not much influenced by a good or bad harvest in this country, and America and Canada have thus the opportunity to send us all they can spare of their fine, but not over-large, crops. The total importation of beans into the United Kingdom was about 1,983,000 cwt., against 1,324,173 cwts. in 1866; into London 81,151 qrs., against 62,898 qrs. in 1866. The importation of peas was about 1,580,000 cwt., against 1,211,835 cwt. in 1866; into London 108,746 qrs., against 62,844 in 1866. Stocks are small of beans, but particularly large of peas.

Maize.—Importations as usual have been principally from America and the Black sea, while Spain and Egypt have contributed but little. After most conflicting accounts as to the probable yield of the last crop in America, we think there can be no doubt that it was less than an average in quantity, and the condition of what has arrived at the seaboard has been complained of. The old crop was exhausted at time of the last harvest, and as yet the supplies of new sent forward to New York have been considerably less than at the corresponding period in 1866; stocks there are lighter than at this time last year, and one million bushels have been frozen up in the canals. The Russian districts supplying Odessa collected only about one-third average crops. Along the Danube the harvest was good in quantity, and of fine quality; Spain, Portugal, South of France, and Africa had all small harvests. The importation into the United Kingdom was about 8,506,000 cwt., against 14,322,863 cwt. in 1866, the largest on record since 1847. Into London we received 180,000 qrs., against 370,622 qrs. in 1866. Stocks everywhere are reduced to a minimum.

Potatoes.—Although this article of food is not dealt in by those connected with the grain trade, it is nevertheless so important an element of the food question that we cannot pass it over, more especially this year, and we would call attention to the following reliable accounts sent to us by one of the leading factors: "With reference to the potato crop of 1867, in the home counties, viz., Kent, Essex, Surrey, and Middlesex, the crops, like the weather of last summer, were very various, and an average crop was the exception, but I do not think there are as many left in those counties as will plant the land. In Lincolnshire and Yorkshire about two-thirds of an average crop, and quite one-third of that gone with blight, the quality much inferior to the average of years. In

Scotland, with few exceptions, under half a crop, and the half of them blighted. I should say there is not above a quarter of the usual yield fit for market, very small, and quality worse than it has been since the year 1834. As to Ireland I cannot give an opinion, but from what I can learn they are a small crop, and quality very second-rate." The crops on the continent were likewise small and much blighted in some districts.

Flour.—As was the case the previous year, millers again complain of the large proportion of bran to the quantity of flour obtained from every quarter of wheat, but the quality of the new flour is satisfactory. America and Petersburg have largely increased their supplies, while France has lessened hers materially. In order to keep down the price of bread to the public the French government ordered the bakers to sell bread at a lower price than it could by any possibility be made for, and the government will repay the bakers the difference in the price. The quality of the new American is much liked, and the Australian is of the highest class. The total importation into the United Kingdom was about 3,619,000 cwt., against 4,972,280 in 1866. In the first eleven months France gave us 586,224 cwt., against 3,354,594 in 1866; America and Canada, 3,398,109 cwt., against 484,232 in 1866. The quantity imported into London was about 725,885 cwt., against 503,470 cwt. in 1866, of which France sent 11 per cent.; America and Canada, 54; and Russia, 10. Stocks are moderate of sack flour, but very heavy of American barrels.

SEEDS AND OILS.

The year just closed has been a very chequered one; it opened with a general want of confidence in mercantile circles, and we much question whether any one possessing the most lengthened experience can remember such a continuance of that state of things in the face of abundance and cheap money, which failed to stimulate business. Consumers purchased for their immediate requirements only, and so far as our markets were concerned, there was a comparative absence of speculation, and our export trade below an average. Looking at all these facts, it is but natural that a reaction should be ere long anticipated, and the present year prove a more satisfactory one. *Linseed.*—By the following statistics it will be seen that the importation into the United Kingdom was about similar to that of 1866, and fluctuations in prices were trifling, high rates being maintained throughout, often out of proportion to the value of the products. An active demand for East India linseed for America direct encouraged these high rates; the quantity at present afloat to that country amounts to 110,233 quarters. The supplies received being barely adequate for the mill power throughout the country, we have, consequently, no accumulation of stocks, and looking at recent purchases on the part of crushers, for summer shipments, chiefly Black Sea, at 60s. to 61s. for June to August, and 62s. to 62s. 6d. April May, it would appear that they do not apprehend any material decline in value. We quote Bombay on spot 68s. 6d.; Calcutta 67s. 6d., no transactions reported for arrival; December shipment 65s. nominally; Black Sea 65s. 6d. spot, and 65s. to 65s. 6d. for arrival; for Riga seven-measure linseed, shipment first open water, 48s. f. o. b. is asked, without finding buyers. Market quiet. *Linseed oil.*—Owing to the very limited continental demand which existed all last year, the market ruled quietly at prices ranging from £35 10s to £37 during the months of January to May; but at the end of the last-named month large orders were sent here from America, which caused a large and firmly-maintained advance to take place, spot oil being worth £39 10s. to £38 10s. during June to August, but after this the market declined rapidly, with the exception of a speculative reaction which took place in October, and it is now at as low a price as it at any time reached in 1867, viz., £34 10s. per ton. The fluctuations in the Hull market were numerous, caused by speculative operations, and it closes

firm at £34 10s. month; £35 January to April; and £35 10s. January to June. In our last annual report we commented upon the Hull export during 1866 being only half that of the previous year, but it will be seen by the particulars below, that the quantity exported during 1867 was even smaller than that of 1866. The present low prices, we think, are likely to stimulate an export demand. Oil cakes.—The total consumption of all sorts is again rather in excess of previous years. The import of foreign make is, however, rather smaller, showing that notwithstanding the general dull state of trade, our mills have been even more actively employed than last year; we have not experienced the great fluctuations in prices of linseed cake this year that we noticed in the last, the greatest in best linseed cakes being 25s. per ton. Cotton-seed cakes, on the contrary, appear to be gaining favor with the feeder, and comparatively with other sorts, have shown a greater advance in value, having once touched fully £7 for London-made. To-day prices are for best genuine London-made linseed cake £11 15s., best New York in barrels £11 10s. to £11 12s. 6d.; best in bags £11 2s. 6d. to £11 5s.; and Western in bags, £10 7s. 6d. Some business has been done in Marseilles linseed cakes, at £9 15s. c. f. and i., December shipment; now 5s. more is asked. London-made cotton-seed cakes are £6 2s. 6d. to £6 7s. 6d., according to quality; rape cake from East India seed is £5 2s. 6d., up to £6 from fresh European seed; red poppy cakes have been sold at £8, and even at that price there are now none to be had; white are worth £7 5s.; teel sessame, or gingelly seed cakes are £7 to £7 5s., according to quality; undecorticated ground nut cakes £6 to £6 5s., and decorticated, £7; palm nut meal cake, £6 10s. Rape and oil seeds.—Raped seed has experienced considerable fluctuations during the past year. The price of Calcutta on 1st January last was 52s. and in May it fell to 47s. During the months of July and August, in consequence of the circulation of unfavorable rumors regarding the continental rape crop, it advanced to prices ranging from 50s. to 54s., and in September and October from 52s. to 55s. on the spot, and the latter month to 57s. to 58s. for arrival, in consequence of expected short shipments from India, and a great deal was warehoused in anticipation of even higher rates; but neither the deficiency in the continental crop, if it ever existed at all, nor the rumored short supplies from India have been felt. The importation into United Kingdom for the past year from all parts has been large, amounting to 576,178 quarters. We begin the year with a stock of about 75,000 quarters, in London, and 100,000 quarters afloat, and unless we have an improvement in oil, rapeseed, although at present at a low figure, is more likely to recede than advance in value. The market is extremely dull, with prices quite nominal; we quote Calcutta, spot, 52s.; Madras, 56s.; brown Ferozepore, 54s.; yellow Scinde, 55s.; Guzerat, 59s. Teel or Gingelly seed inactive; we have had a great decline during the past year; the price in the beginning of the year was 78s. to 80s. brown to white; the value to-day is 62s. to 65s., the principal transactions of late being confined to Madras for arrival at 62s. Niger seed neglected in consequence of the unsalableness of its oil; nominally, 51s. Poppy seed, 57s., spot; forward no transactions. Cotton seed quiet; on spot £9; and for December shipment £8 17s. 6d.; and January £8 12s. 6d. asked. The import for past year consisted of 96,226 tons, against a similar quantity the preceding year. Rape and seed oils.—The transactions which took place in rape oil during the past year were large, but owing to the general stagnation which prevailed, many who had bought oil for higher prices, not being able to hold their goods, pressed them for sale, and thus kept the market in check; English brown oil fluctuated between £35 and £38 10s. per ton for spot during nearly the whole year, except in October, when it reached £59 10s. to £40, but immediately afterwards receded in value; we quote to-day £35 per ton for spot, £35 10s. month, £36 10s. January to April, £37 May–June, and £38 10s. September to December. In consequence of considerable quantities of

East India rapeseed being shipped to the continent, a good deal of the foreign brown oil imported was made from East India and continental seed instead of being crushed entirely from the latter; this resulted in foreign oil only ruling at about 10s. per ton over English made. Foreign refined has been slow of sale and offers now on spot at £39; English, £37 10s. to £38 per ton. We have again to report a very large business in refined cotton oil; prices ranged between £34 10s. and £37 during the first six months of the year, after which it advanced to £46 in October and November, but during December declined to £38 at which it may now be bought, and at £37 10s. for delivery January to June. Crude was influenced by the fluctuations in the price of seed, and closes at £32 per ton. We had no arrivals of Madras ground nut oil, but a good deal was received from France of very fine quality, which realized from £54 to £60 per ton; Madras now afloat may be bought to arrive at £51, but there is only a small quantity offering; poppy oil we quote £41 to £42; and Niger oil £39; the business in these last descriptions has been of an unimportant character. Olive oils.—The fluctuations in value were slight during the months of January to July, but the very small stocks and high prices at ports of shipment attracted the attention of buyers, who cleared the market and caused Mogadore, which was only worth £55 in June, to advance to £60 in August, £64 in September, and £66 in October; the market then became rather easier, and in November the value was £62, and we quote it to-day £61 per tun. The highest and lowest points reached for Gallipoli were £70 in October and £62 per tun in January; other sorts were influenced in like ratio. Cocoonut oil.—Last year opened with high prices, and stocks chiefly in the hands of speculators; the market has been well sustained throughout the whole of it. The quantity now afloat is 1,645 tuns, against 814 tuns in 1867, 1,468 tuns in 1866, 3,041 tuns in 1865, and 2,709 tuns in 1864. Palm oil.—Prices have ranged evenly for many months past. The highest point reached for Lagos was £42 10s. to £43 per tun in October, and lowest £40, in November. Tallow.—The fluctuations in prices were frequent, but unimportant, at no period beyond 3s. per cwt., the value being 45s. 9d. in August, and 42s. 9d. last month. Fish oils.—The trade last year was unsatisfactory. Sperm £125 per tun in January, advanced to £140 February, March, and April, causing a free use of all kinds of substitutes, and a speedy reaction; in August and September £105 was accepted; there are now sellers at £110. Common oils have attracted no attention, cotton and other descriptions of seed oils having thrown them comparatively out of consumption. Whalefins.—The high prices ruling for the last two years have operated much against our cutters, and although our quotations are £150 per tun below what they were 12 months ago, they evince no disposition to buy. Our importation has been 60 tons; our stock 70 tons here, and 20 tons at Scotch ports. Naval stores.—We have had another year showing a steady decline in the price of turpentine, American spirits being exactly 10s. per cwt. less than at this time last year. The only advance which took place was in March, when the price improved 1s. per cwt., but this soon subsided, and there are now sellers of American at 28s., and of French at 27s. Rosin has also receded in value; common American, which was worth 9s. in January, declined to 6s. 6d. in December, and that is the present value. French Brai Noir we quote 6s. 3d., and Clair 7s.; fine virgin American has been held for some time past for 15s. to 16s., but some holders have given way, and 13s. is the nearest value. The demand for the fine and medium qualities of French was small throughout last year, consumers preferring American. Petroleum, refined.—We commenced the year with a large stock, which our home trade was not sufficiently large, without the assistance of an export demand, to consume, so that it increased to such an extent that our stock during the autumn months exceeded that of any other period in the history of the article; the same may be said of all the ports on the continent trading in petroleum. Prices throughout the year have almost entirely been in buyers' favor, and never at so low a

point as during the past 12 months; 1s. per gallon was in one instance accepted; this had the effect of inducing the Americans to send large orders to this country and to the continent, to buy up several thousand barrels, at prices ranging from 1s. 0½d. to 1s. 2d. per gallon; a great portion of this is still firmly held. In consequence of large "bear" sales in America, prices rose there during August to October, which enabled us to obtain 1s. 7d. per gallon, and even 1s. 8d. for later deliveries, which rates were not maintained. Our market is now so entirely ruled by the daily telegrams from the United States, that unless we receive thence a succession of higher rates, we cannot expect any permanent improvement in prices here. On the whole, the business done during the past year has been good and steady, devoid (with one exception) of reckless speculation. We close with a quiet market, at 1s. 4d. per gallon, spot, and 1s. 4½d. per gallon for January to March, standard white. Crude petroleum all but neglected, and price is quite nominal. Petroleum spirits.—Up to about the month of August the value was about 8d. per gallon; but since then, in consequence of a very large demand for the continent for burning purposes, and there being no stocks, prices rapidly advanced to 2s. 2d. per gallon; this has induced shipments from the United States, so that the price is easier. Refined coal and paraffine oils.—The low price of petroleum has been most disastrous to this branch of the trade, so that it has not been developed at all during the year. The number of refineries at work in Scotland the beginning of 1867 was 20; of these nine have entirely ceased working. The estimated production of refined oil has been the very limited quantity of about 160,000 barrels, which has nearly all been sold. The only hope for our coal oil refiners is that the legislature will prohibit American refined petroleum being imported into the United Kingdom under a much higher degree of igniting point than at present; this is a step naturally very much to be desired by them, but the business in the article between this country and America has become so extensive, that it will meet with the most strenuous opposition both here and in Liverpool, especially when it is well known that hardly a single accident, if any at all, has happened from its careful use.

WOOL.

The year 1866 closed with a quiet market and dulness in the home trade, but moderate stocks of wool, and the prospect of reasonable prices throughout the new year. The first markets in Yorkshire were rather better, but towards the end of January slackness again prevailed, and home-grown wool—which ultimately rules the prices of all low and middle class foreign—began to decline. Prices, indeed, were higher in January than at any subsequent period, and the report from week to week was constantly lower, until the end of June, when the Leicester wool fair gave a better tone to matters; but within a fortnight the buoyancy had gone, the downward process recommenced, and held sway until the beginning of November, since which date the market has been steadier, though rather tending downwards; and there is an average reduction since 1st of January in all long-stapled English of about 7d. per pound, or, if we take the prices of two years ago, the decline is 10d. to 11d. per pound; in short wools it is not so great. The causes mainly are, a very large clip; extreme depression in the manufacturing districts, (which has existed without amelioration for upwards of 20 months,) leading to short time and a reduced consumption; dulness in the home trade, bad markets abroad, general want of confidence caused by the enormous failures of the last two years, an almost prohibitory American tariff, and, latterly, a deficient harvest. The history of the foreign and colonial wool markets during the year has been very similar to that of home-grown, and for the same reasons. Prices have constantly had a downward tendency, and are, at this moment, varying from 30 to 40 per cent. lower than last Christmas—long-stapled sorts, which come most into competition with English, having suffered the greatest depreciation, as Iceland, Donskoi, Oporto, Cordova,

Egyptian, Persian, Turkey, &c. The supply of fine clothing wool, both here and on the continent, has been abundant. The import of Australian and Cape, when fully made up, as will appear in my next monthly circular, will show an increase of about 19 per cent. over that of last year; but the largest increase is in Cape and River Plate wool of the merino type; the latter, however, chiefly goes to Antwerp, and the quantity of River Plate wool offered there by auction in the four quarterly sales has been 75,000 bales, against 56,960 bales last year, or $31\frac{1}{2}$ per cent. increase. At the London quarterly sales of colonial wool, there have been offered: 416,460 bales from the Australian colonies and New Zealand, against 358,820 bales in 1866, or 16 per cent. increase; 130,960 bales from the Cape, against 99,400 bales in 1866, or $31\frac{3}{4}$ per cent. increase. With a dull state of trade and such a plethora of stock, it need not cause surprise that at each quarterly sales in London colonial wool has declined in price, the series which closed on the 14th inst. having gone at 3*d.* decline in the low and faulty qualities, and $1\frac{1}{2}$ *d.* in the best. Prices have not been lower since the notable panic year 1848, but it must be said they then sank very much below their present range. At Antwerp a similar state of things has existed for River Plate wools, and present prices both of colonial and River Plate are about 25 per cent. on an average lower than last year's end. The question arises, when are we to expect a return to higher prices? and the answer seems to be, when the demand more nearly approaches the production, either by an expansion or revival of trade, or diminished supplies. The former, it is believed, will be a slow process, after the fearful prostration of trade we have experienced; and as to the future supply, it is plain that the growth has increased in the colonies and the River Plate far beyond the requirements of trade, and may continue to do so, unless some check be adopted; and, as I have stated in some former reports, it is a question for growers to decide whether a large clip and low prices, or a smaller one and higher rates, will ultimately pay them best. If the former, we may look for a continuance of low prices; but if the latter, I know of no better means of bringing it about than the system of boiling down superfluous stock of sheep for tallow, and probably this will to some extent be resorted to. The large coming clip, however, will be unaffected by it, being already on its way to market; so that next season, at least, we shall have an abundant supply of fine wool, and any large increase of price seems improbable. The fancy wools, alpaca and mohair, have hung heavily on the market. The stock of alpacas in importers' hands is larger than ever known, and very considerable of mohair; prices being about 1*s.* 3*d.* per pound, or 40 per cent. lower than last Christmas. There has been great ease in the money market. The Bank rate was $3\frac{1}{2}$ per cent. on the 1st January, reduced to 3 on 7th February, to $2\frac{1}{2}$ on 30th May, and to 2 on 21st July, at which rate it stands. All this abundance of money is attributed to the want of profitable employment for capital, and securities in all public companies having been unduly depressed notwithstanding, as well as trade. Reckoned by the yard or pound, which do not vary, rather than the declared value which fluctuates with markets, the Board of Trade returns show that the exports of woollen and worsted goods in the first 11 months are about 10 per cent. less than last year, and of yarn about 42 per cent. more. The former are by far the most important items, both as to quantity and the amount of labor expended. The imports and exports of wool in the same period are as follows:

	1866—11 months. Pounds.	1867—11 months.. Pounds.
Imported wool retained for home use....	156,041,544	136,250,485
Less British and Irish exported.....	8,978,101	8,151,450
	<hr/> 147,063,443	<hr/> 128,099,032

which is a decrease of 18,964,408 pounds, or about 13 per cent. from last year's 11 months' supply for home use. The exports of home-grown are considerably less than last year, as per table, thus adding to our available supply.—(From the Circular of Mr. E. Buckley, Liverpool.)

STEAM SHIPPING.

The year just closed has not been a prosperous one for steamship owners generally, though some few have had no cause for complaint. The monetary panic of 1866 was certain to have left traces behind. Its direct and indirect influence told severely on pleasure traffic; for so many families have been sufferers by the failures of banks, finance companies, and the non-payment of dividends by the embarrassed railway companies, that, having less income to receive, they could not expend as much as formerly in travelling for health or amusement. Fortunately the Paris Exhibition gave a stimulus to the passenger trade, by which steamers on every line to the continent were benefited. It brought people from all quarters of the world, and whether they came from British North America, the United States, the West Indies, South America, the Australian colonies, India, or the East, steamers under the British flag no doubt secured their share of the carriage. The year 1866, as we remarked in reviewing the position of steam navigation in that year, was one of more than ordinary pressure. "No event during the twelve months (we observed) has given any special stimulus to steam navigation; on the contrary, the war between the Prussians, Italians, and Austrians, the cattle plague, the cholera, and the commercial, monetary, or financial panic, have each and all served to check trade, entail losses, and lessen the rates of freight." Eighteen hundred and sixty-seven, therefore, had it not been for the wreck of fortunes in the preceding year, would have been one of average prosperity. The total breakdown of princely mercantile houses took the life out of speculation and crippled commerce. That which cripples mercantile transactions and destroys credit must be felt by carriers of every description, but particularly so by those in shipping. Stagnation in shipments means unremunerative rates, for the means of conveyance increases out of proportion to the goods to be conveyed. The tonnage of all nations goes on augmenting, and, as a rule, there is always a surplus of ships, a demand at one port in excess of the tonnage offering being met by a too abundant supply elsewhere. In goods and passengers, therefore, the year 1867 could not have been expected to show a very flourishing state of affairs, and every steamship company will feel its effects according to the trade in which vessels are employed. On the river the absence of the workingman, whose means have been curtailed by the closing of shipyards and other establishments, is a serious matter for steamboat owners; and the money spent by the thousands of mechanics who crossed over, or up and down, the river to and from their work, will be missed when the time comes for presenting reports to shareholders. On several rivers the local traffic was very bad in 1867 up to August. The fine weather then gave a spur to business, but it was merely spasmodic. The deficiency in the grain crops, likewise, tended to afford charters to steamers to bring home wheat; and in another respect it acted beneficially, inasmuch as the trading steamers have brought home quantities of flour which might not otherwise have been shipped. The Abyssinian war also employed a fleet of steamers, and these, in their turn, created a demand for coal in the east. The steamers taken up by the transport board will help to make good the losses of those companies whose receipts have been lessened by the falling off in trade. Among them is the Peninsula and Oriental Company, whose balance-sheet showed a loss in 12 months of £177,047. Steamship enterprise was dead in 1867. No new company came before the public for capital, though several are known to have been formed or registered. There has been no encouragement, however, to embark money on

steamship enterprises when the shares of existing companies stand so low in the market. In the share lists the Peninsula and Oriental Company's shares were quoted at the end of 1866 at £62 to £64 ex dividend, and in 1867 at £55 to £57; the Royal Mail from £94 to £97 have dropped to £61 to £63; the Panama and New Zealand Company's £10 shares sold for £7 to £8, and are now worth £4 10s. to £5; the West India and Pacific Steam shares of £50, on which £20 have been paid, were quoted at six to four discount, and now at eight to six; and the National Steam shares, which have been reduced since 1866 from £100, representing £30 paid, to £10 all paid, are $6\frac{3}{4}$ to $7\frac{1}{4}$. With no dividend for the year, the shares of the Peninsula and Oriental Steam Navigation Company are quoted at a premium of from £5 to £7; and, apart from the value given to them by the renewal of the company's contract, we may take it for granted that their being fully paid up, and carrying with them no calls, influences their holding or purchase. As regards the Royal Mail Company's shares of £100, they are liable to calls of £40, and such is the distrust of persons having money to invest, that this future liability weighs with them to some extent in the selection of investments. When the shares of the National Steam Navigation Company represented £70 each unpaid, the £30 called up was at 12 to 14 discount, but the £10 paid up share sells at £7 5s. In disasters to steamships the year 1867 will be found above the average. The Foyle, Dublin paddle steamer, was sunk in the fairway of the channel off Barking, and lies there still. The Thames Conservancy Board having recently resolved to remove her, and measures having been taken to accomplish that object, we may be assured that she will soon cease to be a danger to navigation. The names of all the steamers lost or stranded, and subsequently got off, have been given in the usual column, but we may notice a few of them. At the entrance to New York, near Long Island, the Scotland and the Amsterdam were wrecked. Off the coast of Japan the Singapore was lost from striking on a rock not laid down in any chart; and the Corea, bound to Yokohama, foundered in consequence of steaming on to a sunken rock off Flat Reef, by Breaker Point, the morning after leaving Hong Kong, the existence of which was unknown until it was thus discovered. The Osprey sloop-of-war and the transport steamer Bosphorus were wrecked on the Cape Coast from the inset of a current of which their commanders were ignorant. The Genkai, from Hong Kong for Shanghai, went down when at anchor in a storm off Cheland Point, and the court expressed strong disapprobation of the exposed manner in which the hatchways leading to the engine-room were fitted. There was no provision against the inlet of the water from the deck, and the fires being put out, the ship could not be eased ahead to her anchors.

METAL TRADE OF THE PAST YEAR.

To review the metal trade for the past 12 months is by no means a pleasant task. All metals with the exception of tin have been signalized by a continuous fall in prices since the year commenced, and all through its progress there has been but one long cry of complaint on all sides. Hopes of a better tone in the markets have been raised from time to time by a slight demand springing up for a particular article, which led, however, only to disappointment and to a further reduction from even the low prices before ruling, till we have arrived at the commencement of another year with prices of most metals at lower rates than have ever been known before. To predict what the year now opening may produce to the metal trade is impossible, but with such low prices, trade depressed for the last two years, and money at a mere nominal rate, it is but reasonable to suppose that we have seen the worst, and that we may fairly calculate upon an increased demand and better prices.

DECEMBER 31, 1867.

I have the honor to transmit herewith several tabular statements showing the amount of shipments to the United States from this consulate during the year ended this day, and for purposes of comparison with those of several former years.

In the exports of cutlery, files, saws, edge-tools, and plated ware there has been a considerable decrease. Our own manufacturers are in these trades competing successfully with British manufacturers.

In the steel trade the exports have been quite as large as usual, and such is the demand for steel in our own country and such the enormous capital required to manufacture it successfully, that for a long time to come English manufacturers will be able to export steel to the United States at a profit.

Statement showing the description and value of exports from Sheffield to the United States for the year ended December 31, 1867.

	£	s.	d.
Steel.....	741,967	16	6½
Cutlery.....	276,549	9	1¾
Files.....	135,735	16	7¾
Saws.....	28,014	15	0½
Other tools.....	22,035	8	8¾
Plated goods.....	5,864	5	8½
Miscellaneous goods.....	104,292	9	7
	1,314,460	1	4½

DECEMBER 31, 1867.

I have the honor to transmit herewith the reports of the United States consular agent at Nottingham, exhibiting the exports to the United States from that place.

The articles exported from Nottingham are principally lace and hosiery, and of these the shipments are less than in former years, and the trade is now, and probably will be for some time to come, very dull.

SUMMARY.

The exports from Nottingham to the United States amounted to—

	£	s.	d.
In 1864.....	320,608	2	8½
In 1865.....	429,610	14	5
In 1866.....	596,670	5	10½
In 1867.....	493,654	19	6¼

Summary of commercial reports for the year 1867.

Declared value of shipments from Nottingham during the quarter ended—

	£	s.	d.
March 31, 1867.....	151,776	3	8
June 30, 1867.....	91,926	7	10
September 30, 1867.....	173,699	7	4

FEBRUARY 15, 1868.

An acquaintance and neighbor of mine, an intelligent gentleman, who will probably be a member of the reformed Parliament, has just made a tour through France and Belgium, and published in a series of letters in the Times the results of his examination of the iron-works of those countries, with comparisons of similar works in this country. Some of his remarks may be of interest to manufacturers in our own country, and I enclose therefore some printed slips from the Times.

THE IRON TRADE OF SHEFFIELD AND DISTRICT.

"The iron trade was never in a worse condition than it is now." Thus writes the Staffordshire correspondent of a Yorkshire paper on Saturday, January 18. And yet he seems to see a lower deep, for he adds that a strike is impending in Staffordshire on the part of the workmen to resist a further proposed reduction of wages of 10 per cent., without which he states that masters must work at a positive instead of a negative loss.

A strike will involve great suffering, and it will also involve a retarded participation in the benefits of reviving trade, as business once dispersed is not easily gathered together again.

Any one who, in circumstances like these, can point to means by which the heavy incidence of depressed trade may be lightened to the masters now, and put them into a position to secure larger profits and an increased command of the world's market henceforth, and by which, also, the necessity, the deplorable necessity, of a further reduction of wages can be obviated, and a return to the rates of a year ago can be expedited in the interests of the workmen, will do good service.

Are there such means? Do they admit of immediate application?

I believe that there are; that they do; and will do my best to point them out.

About a year ago, in common with others, I read a series of deeply interesting and ably written letters on the iron trade in the Times by Messrs. Creed and Williams. Their investigations were laborious and painstaking, their statements of results accurate and clear, and yet the perusal of their letters filled me with wonder that having myself some years previously examined the same subject, over almost the same ground, we have come to conclusions, (not so contrary, for they did not contradict each other at all,) but so entirely dissimilar. The explanation was that we looked at the subject from different points of view, which I must distinguish to enable your readers to understand mine.

Their investigations appear to me to be too exclusively directed to the relations of capital and labor, of the men with their masters and each other, in each country. To understand my point of view, I must trespass on your space for a few lines before I proceed.

Suppose a man desirous of getting rich, and desirous also not to spend all his days in the acquisition of wealth. It should not be difficult in a country so crowded as this, he thinks, where so many rise every morning with daily and pressing wants; surely he can supply, or aid in the supply, of one or other of these wants more efficiently than heretofore. He sets to work systematically; he classifies them, in order to find out in which direction he can work with greatest advantage, so that, by benefiting society he can make it worth society's while to enrich him. Suppose such a classification as this suggests itself to him in reply to his inquiry: What are the wants of society? Take the concrete, the individual. First, clothing will be wanted; next, food; third, shelter; fourth, fire. There are also locomotion, and what have been well described as the "unacknowledged necessities of life." Let us say that on a careful consideration of the circumstances of his life and his opportunities for observation and inquiry he selects fire or fuel as being the best or most promising for him. How to produce it more easily, how to distribute it more economically, and how to get better results from its use, or equal results with less material, then become the questions for consideration.

As to the first, a painstaking investigation in the "pits" and at "bank" will be the thing to do. As to the second, the cost and the effects of different modes of transit may possibly suggest a short cut to his object. As to the third, a smattering of chemistry may not be amiss; for example, he may now say to an ironmaster, "Such and such a coal is better for smelting than that you use; it will carry the superincumbent ore better, and will stand the blast without disintegration; it will simply combine with the oxygen steadily, and not be reduced

by the blast into little bits making only sparks." As to another, he may say to a gas company, "This will give you 11,000 feet of 16-candle gas and a fair quantity of coke per ton, in place of that which gives you 9,000 feet of 14-candle power;" or, instead of inquiring how to obtain better results from a given quantity, he may seek to find out how to obtain equal results from a less quantity.

The best way to do this, after acquainting himself actually with the practice about him, will be to follow the fuel to those places where it is from cost of transit, &c., most expensive, bearing in mind that "necessity is the mother of invention."

Now, sir, I am back again, and trust that your readers and I are *en rapport* each with the other; that they will understand the spirit in which I went to the continent to investigate the employment of fuel in the making of iron. You see I did not go in the interest of the ironmasters, neither in that of the workmen, nor in that of the trade generally. Briefly, it was to ascertain 'how better to do it,' with a view to do it to my own interest, coupled with (but in a subsidiary sense) a tolerable earnest desire to benefit others. The result was that I re-embarked for this country with this knowledge—that we had much, very much indeed to learn from our continental rivals, and that unless we condescend to learn from them, they with all their natural disadvantages would soon run us very close indeed in the world's markets, if they did not even shoulder us out of them. Had the results been fresher in my memory when the letters of Messrs. Creed and Williams appeared, so that I could have given facts, figures, and references, enabling others to form an opinion instead of merely offering my own opinion, I should have asked admission to your columns at the time. As it was, I determined, so soon as my own affairs would allow the time, again to go over the ground and give your readers the results of my observations.

THORNCLIFFE IRON-WORKS.

The first iron-works I visited were those of Newton, Chambers & Company, Thorncliffe, near Sheffield. Here I ascertained the following particulars: The fuel used in smelting was coke; the quantity in relation to pig iron produced 25 cwt., equal to 40 coal; add for coal used in making steam to propel blast, and also to heat the same, 15—total raw fuel per ton of pig produced, 55 cwt. The ironstone used was Yorkshire black mine, large nodules or boulders, Northamptonshire ore, like stony ground. A variety of ovens have been tried here. The form of oven most common some time ago in Yorkshire was the round oven, 11 feet in diameter; charge of coal, 7 tons; yield of coke, from $3\frac{1}{2}$ to 4 tons. The open hearth was also used—that is, coking on the ground, with wattled screens to protect the burning mass from a strong wind. Here a much smaller quantity was yielded per ton of coal burnt, especially in a high wind, when, perhaps, a ton of coal would only give 8 cwt. of coke. The ovens now used are Andrews's, and produce more coke, say from 12 to $12\frac{1}{2}$ cwt. per ton of coal under favorable conditions. Mr. Houseman, of Dronfield, writes me that in that neighborhood, which produces coke largely for Sheffield use, it is generally considered that 50 per cent. of the weight of coal is yielded in coke.

The height of the furnaces at Thorncliffe is 45 feet; the interior diameter at the boshes is $12\frac{1}{2}$ feet; the coal used is the Parkgate bed.

WORSBRO'-DALE IRON-WORKS.

On the 3d of January I was accompanied to the blast furnace of Messrs. Cooper, of Worsbro'-dale, near Barnsley, which, however, is out of blast, owing to the present depressed state of the iron trade in England. I was very kindly received, however, and Mr. R. Maddison said in general terms that it would be safe to assume that in all—roasting the stone, loss by coking, heating the blast, blowing it, and smelting the calcined ore—about three tons of fuel were required

to produce one ton of pig iron, and that to make one ton of cold-blast pig would require about six tons of coal. This, he said, was the result of an opinion he had arrived at as the result of great experience and long observation; and, but for the intention I had formed of enabling your readers to judge for themselves, by supplying them with data, I should well have been content, so far as this country was concerned, to add this opinion to my own, with which it was nearly in agreement, and have saved myself any further running about at this inclement season.

MILTON IRON-WORKS.

The next furnaces visited were those of Messrs. Dawes, at Milton. The proprietor was unfortunately from home, but as the information which I obtained from the men about the furnaces was only what any one could obtain at the nearest public house from the same men or their comrades, there can be no reason for not stating that the coal used (not coke here) was about 28 cwt. per ton of pig iron produced. The coal on the corve about to be put into the furnace was in fine large lumps, from 30 pounds to 50 pounds weight each. The iron ore here was not put into the furnace raw, but was previously roasted in the same manner employed near London for burning clay into ballast. The ovens were under repair. By the way, I may remark here on the wonderfully different quantity of coal used in this operation in Yorkshire and in London. It can scarcely require more fuel to make red-hot a piece of ironstone than to make red-hot a piece of clay. Yet the coal used to burn the clay is strewed most sparingly in the heap, not more, I judge, being used than one-third used for a similar purpose in the country.

That coal and not coke is used for smelting here is explained thus: The coal is the "hard coal" of the 9-foot or Barnsley bed, a stratum about 4 feet thick, which occurs in the middle or between the upper and lower portions of the measure, which latter are more bituminous, and are not hard enough to carry the ironstone, nor cohesive enough to stand the blast. The portion called hard, however, is sufficient in these respects, and therefore does not require to be coked. The ore used is the Northamptonshire, the Lincolnshire, and the Yorkshire black mine; the furnaces about 40 feet high and about 16 feet in interior diameter at the boshes.

ELSECAR IRON-WORKS.

From this place we went to the blast furnaces at Elsecar, belonging to the same firm. Here we found that the quantities and qualities of the materials used and the results obtained were similar to those at Milton, excepting that the height of the furnaces was 8 or 10 feet greater; the fuel used somewhat less in proportion to weight of pig iron obtained, and with this further exception, that the gases, which in all the preceding instances were allowed to escape at the top of the furnaces in a large body of flame, were collected here and conveyed downwards to the furnaces of the steam boilers, where they were used for making steam under fire out of seven boilers, to the great saving of fuel. It struck me, however, that the cost of doing this might possibly go far to counterbalance the profit when the ironstone was used in a raw state, as the steam generated in drying it would probably convert the sulphurous acid generated by combustion into sulphuric acid, and this, by condensation from without and combination with the iron tubing used for its conduction, would rapidly destroy the latter, rendering the frequent renewals needful.

PARKGATE IRON-WORKS.

Our next visit was to the Parkgate iron-works, near Rotherham, where a strike was then impending, which, however, has since happily been averted by the men accepting the reduction of 10 per cent. Although strangers to him,

Mr. F. V. Smith, the manager, very kindly conducted us over the works and gave us all the information we required. The furnaces used here are much the same in size to those we had before seen—say 40 feet by 16 feet interior diameter; the iron ore used was the Lincolnshire Trent Iron Ore Company and the Northamptonshire; the fuel, coke, 24 cwt., equal to 35 cwt. coal; add, for steam and oven purposes, 15 cwt.; say 50 cwt. of raw fuel per ton of iron. From this point we proceeded to the Holmes blast furnaces, belonging to the same company, where the girders of Southwark bridge were cast many years ago. The proportions of fuel used here were much the same as at Parkgate, but, in addition to the Lincolnshire and Northamptonshire ores, one of the Yorkshire (white mine) is also used, large boulders. Several of the pigs were broken in our presence in order to enable us by an examination of the fracture to judge of the quality.

Mr. Smith, whose brother is the manager of the large iron-works at Barrow-in-Furness, where the hematite ore is used almost exclusively, was so good as to give us an introduction to that gentleman, saying that as the works there were so extensive and recent he should strongly recommend a visit. This introduction was thankfully accepted, but as we have now reached the end of the first week, I defer the account of Barrow-in-Furness until the next letter.

BARROW-IN-FURNESS.

On the week after I wrote my last letter I started for Barrow-in-Furness, a town which, numbering now over 20,000 inhabitants and possessing a municipal corporation, had no existence fifteen years ago. It owes its rapid growth and great prosperity solely to the existence of the hematite iron ore, which abounds on that coast from Whitehaven down to Ulverstone. This iron ore is almost entirely devoid of phosphorus, hence its wonderful fitness for making steel. Mr. Smith, the manager of the Barrow Hematite Steel Company, was very busy with a numerous company of gentlemen largely engaged in shipbuilding; Lloyd's were represented there, as well as the shipbuilding interest on the Clyde and on the Mersey; he nevertheless received me very kindly, and handed me over to his son, who gave me nearly seven hours of his time, and answered all my inquiries without reserve. The quantities of fuel used in heating the ovens for the blast, and in producing the steam for propelling it into the furnaces, were much the same as in Yorkshire—that is to say, about 15 cwt. of fuel per ton of pig iron produced. The fuel used in the furnaces was the best coke from the north of England, (Darlington,) and the quantity used in the blast furnaces was somewhat less than in Yorkshire, say 20 cwt. of coke per 20 cwt. of pig produced, which I accounted for by the much larger yield per cent. of the iron ore, as the appearance of the tops of the furnaces was similar to the appearance of those I had previously seen. The mode of charging the furnaces differed, however, from that employed in Yorkshire, in which county advantage is either taken of a hill-side to get at the top of the furnace on a level of it, or the charge is lifted bodily from the ground where the site of the works is level. In this case (Barrow) an inclined plane leads from the sidings where the trucks of ore, lime, and fuel are unloaded to a platform built round the outsides, and about 12 feet from the tops of the furnaces; this inclined plane has a railway upon it which carries a stage, a section of which, from front to back, resembles a scalene triangle, of which the longest side is on the inclined plane; the next forms a level stage, and the shortest connects the others in a vertical line. On the second, which is a level platform, the barrows, when filled with ore and coke, are wheeled, the men accompanying them in their apparently perilous ascent. The stages are without side rails, as they would delay the removal of the wheelbarrows. Arrived at the top, the contents are rapidly discharged into the furnaces through mouths closed by suspended flaps, which offer no obstruction to the inward passage of the material, yet materially shelter the workmen from the

heat. It was somewhat difficult, however, for strangers to keep their footing upon the cast-iron flooring of this upper structure, as a strong wind was blowing from the sea. The constant exposure of the men to the snow, hail, rain, and wind of winter on one side of their bodies, and to the great heat of the furnaces on the other, makes this work very trying to the men, and they don't stand it long; but English workmen never shrink from well-paid work, however arduous. The gases of the furnace are collected here as at Elsecar, and I was informed that the invention was that of Mr. Smith, the manager of these, the Barrow Works. When the fuel is quite free from sulphur, it is a great improvement upon letting the gas get away. It seems to me, however, that it would be better still to utilize these gases and flames to the utmost where they are by heaping on more stone and fuel in a higher or broader furnace, so that by the time the ironstone had descended to the height of a furnace as now constructed it should be red-hot instead of, as at present, quite cold. A small portion of the steel made here was broken by tension in my presence; the section had an area of of .421 of an inch, I think; the strain was 7,000 pounds; at all events the strain per square inch of area amounted to no less than 42 tons 6 cwt., which seemed to me to be extraordinarily large, though not larger than their average yield of steel will bear. The pig bed was in the open air, and is formed by burying or surrounding with sand a piece of wood shaped like a pig of iron; after the sand has been firmly pressed to the sides of the wood, the latter is lifted out of the sand. The work is done by hand. I name this for a reason which will appear later. No puddling is done here, as the pig iron is broken, put into the air furnaces, and then run at once into the Bessemer cupola. After about 17 minutes' exposure to the blast of this most wonderful and beautiful process, the proper proportion of spiegeleisen (looking-glass iron, so called by the Germans on account of its appearance when broken) is poured in, and the whole discharged into ingot moulds, after which it is hammered or rolled into the various forms and shapes required—rods, bars, rails, railway axles, railway wheels, and numerous other forms. Spiegeleisen contains about 5 per cent. of carbon. As steel requires about one-quarter per cent. of carbon, more or less, according to the temper required, and as the whole of the carbon is burnt out of the melted pig iron by Bessemer's process, the quantity of spiegeleisen is adjusted nicely so as to give just the proportion required. The Barrow Hematite Steel Company are now turning out iron and steel at the rate of 250,000 tons per annum, the manufacture of which consumes in raw materials from 3,000 to 4,000 tons per working day.

THE EAGLE WORKS, MANCHESTER.

At the Eagle Works, Manchester, I saw bar and angle iron, rails, and other descriptions of iron made, and ascertained as nearly as I could what was the quantity of fuel used in puddling. I also visited blast furnaces and other works, examined Jeffries's furnace, and also Hewes's, both of which seemed to me to be a considerable improvement upon the common necked furnace. I also visited Dudley, Dudley Port, and Tipton, and ascertained as far as I possibly could the quantity of fuel used in all these cases, but will not trouble your readers with a separate enumeration of them, as they were all summarized (correctly in the aggregate) by Mr. Ryland, viz.—“That it took from 2 tons 7 cwt. to 2 tons 14 cwt. of fuel to produce a ton of pig iron; that this was exclusive of all subsidiary processes, as heating the blast, making steam, and roasting ore, (when the latter was done anterior to placing it in the blast furnaces.)” If we add these, therefore, we shall find that the expenditure of fuel used in Staffordshire is a little more than that used for the same purpose in Yorkshire.

THE ATLAS WORKS.

Early the following week I visited the works of Sir John Brown. The puddling furnaces were supplied with the best hard coal, and I was informed that

about two tons of this were used in making a ton of bar iron from the pig iron, including the re heating, of which, of course, the larger part would be consumed in puddling. Here, as elsewhere, I observed that a portion of the area of the firing-hole was open, allowing a considerable influx of cold air. This, as any engine-driver on a railway knows, so greatly reduces the heat of the current which passes through the fire, without materially diminishing the fuel consumed, that it is most zealously guarded against by the engine-driver, as inattention to this matter has sometimes so reduced the pressure of steam as hardly to leave him enough to creep into the station, if, indeed, he has happily not been brought to a stand on his journey. Here, also, I had again an opportunity of witnessing the Bessemer process, and considering how desirable and possible it was to design a less cumbrous and expensive plan for conducting this interesting and most important process.

MESSRS. FIRTH AND COMPANY.

At the works of Messrs. Firth & Co. I examined Sieman's new process for heating the air furnaces; he makes the fuel into what I may call rough gas in furnaces apart by themselves, called generators. It thence passes through what are called accumulators into the furnaces where it is used. A current of air is also introduced, the two being in such proportions that perfect combustion is obtained. This method applies the heat more equally to the mass than can easily be done where the ordinary furnace is used, thus saving the burning off of the corners and angles, which otherwise results sometimes from the long time required to heat large masses. A not less important, but as yet unadopted, advantage of this system appears to me to consist in the great facility it offers for divesting gas of the sulphur contained in the coal. The importance of this is not yet sufficiently known. In re-heating, the bars are cut into, say, six or eight lengths, or 4 feet long, which are placed one upon the other to the end that they may when sufficiently heated be rolled into one. As the lengths of bars or slabs do not, of course, touch each other at all points of their surfaces, and the iron, especially when in a state of fusion or white heat, has a great affinity for the sulphurous acid present in the flame, the ease with which they may be united thoroughly is greatly weakened. Happily, the hard coal generally used has but little sulphur, and as the respective surfaces of the slabs are much enlarged by rolling, the sulphuret of iron formed upon them in the furnace is so far spread and attenuated as not yet to have produced any very bad result, except in one instance, which I shall notice in my fourth and last letter. Blacksmiths, however, will understand this evil tendency, and by practice and experiment at length arrive at the coal which will enable them to get a good weld. If sulphur is present he may hammer as hard as he likes—the weld when strained upon will open and the iron will break; the cost of purifying the gas so far would be almost nothing, as a chamber filled with the borings, filings, and planings of the fitting-shop, having been first well oxidized by exposure to rain or a little water, would take it all up from the gas on its way to the accumulator, and the filings, &c., could be used again and again, nothing but a little exposure to the open air being required to restore their efficiency.

THE IRON AND COAL TRADE OF THE CONTINENT.

THE WORKS OF MESSRS. PINART FRÈRES, MARQUISE, FRANCE.

In setting out for the continent I had the great advantage of being accompanied by Mr. John Chambers, of the firm of Newton, Chambers and Co., Thorncliffe and Chapeltown iron-works and collieries, near Sheffield.

Arrived at Marquise, in France, where are large iron-works, the property of Messrs. Pinart Frères, we found to our disappointment that M. Dereillez, the managing partner, was so ill that he could not be seen, neither could any written communication be allowed to reach him. The next in command did not

think his authority sufficient to allow strangers to go over the works, but had no objection whatever to our seeing and examining the system of coking adopted by them. I was very desirous that Mr. Chambers should see this, as I had greatly admired it some years before. We found that, whereas in England 60 per cent. of coke from a given weight of coal is considered an excellent result, 80 per cent. was obtained here day by day; that from two ovens, each about the size of a cottage house, no less than 18 tons of coke per day from each—that is, 36 tons, was produced; that the place was as innocent of smoke as Snowdon; and finally that the coke was of excellent quality, probably harder than any produced in this country, and so far better for blast furnaces. The labor also was so much reduced by this system that three men and a foreman managed the whole. I will attempt a brief description of this oven, of which there were three at this place: Make 18 vertical columns of fire-brick, the horizontal area of each of which shall be an oblong rectangle containing an interior area of two feet six inches by 20 inches; let these have narrow vertical slits in the sides at various elevations; place nine of them in a row, having their broad-sides *vis-a-vis*; so also place the other nine as close together as their bases will allow, (they all taper slightly inside and out towards the top;) now build a wall close round the parallelogram so formed, fire-brick inside, common stock outside; now flat-roof the whole space enclosed, leaving holes, however, for the top of each shaft or chimney to protrude, and put a handrail round the top of the outer walls; now we make a tunnel under each row of columns, into which, through the arches of each, there are apertures leading vertically into the interior of the respective columns; lay a line of railway through each tunnel and one bestriding each of the rows of apertures above, and your oven is complete. Stay; you also leave through the sides of the outer walls little holes closed by dampers opposite the vertical slits I have spoken of in the walls of the interior columns. The columns being placed close together at the base, and the outer walls close to them, there is an interior space equal to the taper between each column and the other, and between the whole and the outer walls. When built they are started by placing fires of wood, &c., in each column. Let us suppose them in activity. Call a, b, c, d, e, f, g, h, i one row, and k, l, m, n, o, p, q, r, s the other; nine are emptied every twelve hours, thus giving 24 hours for the whole process of hard coking, not four days. They do not empty them in consecutive order, but a, c, e, g, i of one row, and l, n, p, and r of the other, for this reason—the whole being at a white heat, (seen through the exterior holes,) when (say b) is discharged, the input of 24 cwt. of cold coal slack would tend to cool the shaft, instead of coking the coal; the heat of b, however, is helped by a and l and c, which have been burning some hours; b, thus helped by his neighbors on three sides, makes the coal in his interior give forth gas, which, escaping through the narrow slits I have referred to in its sides, is met by a current of the atmospheric air admitted through the little dampers in the outer wall. This current is so nicely adjusted that perfect combustion, just that, and only that, is effected. This keeps all the interior in a dull white heat. When b is well on his way, the interior mass heated, and the maximum amount of gas is exuding, then his next neighbors are emptied of coke and refilled with coal in this way: The interior aperture of each column is continued downwards through the arch of each tunnel, and is closed from below by a cast-iron trap door; the coke having been allowed to descend, and having been taken away in a boiler-plate wagon, lined with thin fire-bricks, and quenched, the trap-door is immediately turned up and secured and a man above empties a scoop of small ashes into the column to protect the iron-work from the action of the fire. A boiler-plate corve, containing 24 hundredweight of small coal, is wheeled over, an aperture in the bottom opened, and, in as little time as it takes to write it, the corve being hopped, the contents are shot into the column. A stone slab is now put into the interior, which rests upon an inner flange near the top, a little wet clay roughly plastered round the joint, and the oven is again in full activity. In this way the

whole 18, 36, or 54 are filled and emptied every 24 hours, coking about 60 tons of small coal into coke of exceptionally good quality and in quantity equal to 80 per cent. of the coal used. As I have before stated, the assistant manager did not feel at liberty to allow us to see the iron-works. This, however, we did see, that not one of the three gave forth the least smoke any more than did the ovens. The coal used was exclusively English small coal, shipped on the Tyne, the Wear, and the Tees. One of the blast furnaces being in the valley, however, we could see from the road to the station the men at work charging it. They were comfortably under cover. A good room, roofed and windowed, surrounding the top of the blast furnace, there was not a particle of either smoke or flame issuing from this furnace. Remember! *English coal*. Having been over the place before, conducted by M. Dereillez himself, I was able to describe the pig bed to my friend. It was like a small market-place, well roofed in to protect the workmen from the weather, and the owners were not, therefore, compelled to employ exclusively men in the very prime of manhood. In Staffordshire I saw four blast furnaces tapped. Almost before the iron issued, the rain began to fall very heavily. All who could got under cover; it was impossible, however, for the men, who, in rain which thoroughly saturated the clothes on their backs, had to remain at their posts exposed to the scorching heat of the metal. Is it not possible, I ask with much deference, to be extravagant of our noble English workmen? The most commodious and extensive building in Marquise was the school-house.

THE COLLIERIES AT MONS.

Off now to Mons, the western extremity of the great Belgian coal-fields, *via* Lille and Ath. At Mons our stay was very short, from Saturday to Monday morning. There are many collieries in the neighborhood of the town, but as there were collieries and iron-works as well near Charleroi, we preferred to proceed there. Before we left Mons, however, we noticed that the fires of the hotel were made partly with coal and partly with small moulds of artificial fuel, composed, as we afterwards discovered at Liège, of the dust of the charbon-maigre mixed with a little clay (*la terre jaune*) and water; this coal being of the nature of the Welsh coal will not coke, and is used up in this way. The mode of manufacture is simply to lay down the coal at the door of the house, to spread a little clay, and then, after pouring water upon it, to tread it well together; it is then pressed (by hand merely) into a hoop, like an oval brick mould, and put in rows in the cellar to dry. That is all. It makes an excellent fire, however. All the small coal of the bituminous measures is coked to make cast-iron (*fer de fonte*.)

THE COLLIERIES AT CHARLEROI.

On our way to Charleroi we had a near view of several of the collieries, as they were close by the railway, at Havréville and Bracquignies, in full activity. They seemed as we approached them to be standing, because, the orifice or pit shaft being comfortably roofed in to protect the men from the weather, you could not see the pulley-wheels revolving as you can in England, and, the coal being fully consumed in the furnaces of the boilers, no smoke could be seen issuing from the chimneys. I asked of a station-master at the latter station what that large handsome building was, pointing to one covering the exterior of a piece of land I judged to be about ten acres. The building formed a hollow square, with a handsome arched gateway in the centre of the side opposite to us. It was beautifully clean, washed, I suppose, with ochre and lime; it had trees round the square within. I could scarcely believe him when he said it was the houses of the pitmen, (*ouvriers*.) By-and-by, we reach Manage, a railway centre, where many lines meet. Here we had to change carriages and wait some time. As coal in any form was a very interesting subject to us, I

asked my companion to go with me to look at the fuel used in the locomotive. We found that *smudge coal*, or unscreened slack, was the fuel. We looked at another, and at one which passed us—still the same. I asked the driver to give me some. He grasped a handful and put it in my handkerchief very politely, and then took up another. All these I shall analyze and compare with our smudge, to answer the probable objection that there is something different in their small coal to ours. Arrived at Charleroi we called upon M. Jules Harvez, the government inspector of mines for that district, and asked him to facilitate our inquiries. It would give him the greatest pleasure to assist us; he had been in England two months, commissioned by the Belgian government to examine the coal-cutting machines used and report thereon; he had been most kindly treated everywhere. Unhappily, he was engaged writing a report to the minister. It would prevent him attending us before half-past two; but if we would like to spend the time between he would give us a letter of introduction to the engineer of a colliery. Afterwards he could attend us. We accept this with many thanks, and proceed to the colliery called *Sacré Madame*. The engineer, after reading the note, submitted to us the plan and vertical section at the shaft, over 800 yards deep, (736 meters.) The section was carefully marked with the names of the various strata pierced in sinking, drawn to scale and also marked in figures denoting their thickness; they were also colored after nature. Several of these being marked *gres*, and colored slate color, I asked him what they were; he replied stone, very hard, our grit stone, and the thickness of the seam worked at this enormous depth was only 0.60m., equal to 2ft., then a dirt, 0.19m., equal to 6in.; then coal 0.30m., equal to 12in.; then dirt 0.20m., equal to 8in.; and then coal 0.30m., equal to 12in. This seam is called "*grande sablonière*," the thick bed! Looking at the sections it rises and falls in a most surprising manner. After running a short distance in a tolerably fair level, it suddenly rises at an angle of 45 degrees, forms a parabola, and then resumes its former level even more precipitately. A short way further on they lose it altogether; it stops off short. They have kept so accurate a record, however, of the strata passed through are able at once to tell if it has sunk, and to the inch how far below it is; it is different, however, if it has been thrown up, unless the main shaft has already been sunk to a lower level. After finding it by driving, they again lost it, and found from observation of the stratum against which it ended that they should find the continuance of it at the level at which they first lost it. They then patiently tunnel through the intervening space, and resume the working of the grand bed of coal. We go to the pithill; it is within a building, thus keeping the workmen sheltered from the wind and snow and rain. They are drawing—four corves appear in one cage; they are cleared, and the cage refilled with empty corves in an incredibly short space of time, and they are out of sight immediately. The engineer gives me a sample of the coal, and informs us where we can find a *Fabrique de briquettes de charbons agglomérés*, at Gosselies, about seven kilometres distance. He also informs us that they don't use furnaces at the bottom of the upcast for ventilation, partly to avoid the risk of explosion at the furnace, (which sometimes happens in England,) but chiefly because one-twentieth part of the coal required by a furnace will make steam for an engine to work fans, which suck the air out of the pit. These fans they can work and control, and are therefore independent of those atmospheric influences to which some of our greatest calamities have been ascribed—the damp, heavy, foggy atmosphere of early winter. One of these fans (of which they have three couples) will draw 34,000 cubical kilometres of air per minute. We next inspected the engines, and afterwards the boiler grates. The boilers were remarkable for their extreme length. The arrangement was two very long boilers of about 18in. diameter, 2ft apart from the inner upper surface of these angle iron brackets carried a boiler of 3ft. 6in. diameter; the interval was about 4in. They thus secure a large radiating surface

without the great expense of tubular boilers. From here we went to the tip at the railway. They fill the large coal into the wagons by hand; it is worth 22f. to 24f. per ton at the pit for the Paris market; the rest sells for 11f. or 12f.

THE DORLODOT IRON-WORKS.

Before we left the neighborhood of Charleroi we had the very great advantage of being accompanied by M. Jules Havrez to several iron-works and forges, as those of Dorlodot at Chatelineau, the furnaces of M. Gillain and Cie., the Chatelineau works *en haute*, and also the works on the railway, and others I don't remember and did not put down at the time. The works De Dorlodot are for making rails exclusively; we watched the puddling, the reheating of the bars rolled from the blooms, and the rolling the bar fagots into rails, and sawing them into the required length, and the final file dressing of the ends. The puddling furnaces were fed with smudge coal. The weight of coal used was for a ton of bar iron 15 cwt. of smudge. They were extremely careful to close the firing-hole, and to cover the puddling-hole as often as possible, so as to force all the air through the fire, and to prevent any lowering of its temperature by the admission of air other than through the fire. Puddling with smudge! At this place all the ashes are collected from each furnace fire-hole and are removed to a place where work-people shovel it up in large square sieves supported on two poles or long handles, which support the sieves over a large wooden trough; the sieve is then shaken to free the contents from the very small cinders and the dust, called "breeze" in London, and they then pick out the clinkers or slag, which is used for repairing footwalks, and the cinders or little cokes are used again with the smudge, which they greatly improve.

THE OVENS OF M. GILLAIN ET CIE.

From this place we visited the furnaces of M. Gillain et Cie, and inspected their coke ovens and blast furnaces. There was no smoke here, either from the ovens or from the furnaces. I forgot to say that at Sacré Madame, Mr. Chambers having noticed with surprise the entire absence of smoke from the engine chimneys, asked me to put the question to M. Bruvin, "How is it that there is no smoke?" His reply was that "they could not afford to make it; the coal was too dear. We make steam instead," he added with a smile. To return to M. Gillain's. Question asked: "What is the proportion of coke produced to coal used?" "*Soixante-quinze au soixante-seize*"—55 to 76 per cent. The same question put at the next place was answered, "*Quatre-vingt per cent.*"—80 per cent. I give all these replies that our English makers of coke may see that there is no mistake. It is as stated, and the coke is excellent; indeed, I think harder than our own, because it is more conchoidal in its shape than ours, which is columnar or rhomboidal. At this place I found that it would have been better if my inquiries at blast furnaces had reference more to the weight of iron-stone reduced by the coal than to the pig per ton, as here, although it was obvious that the fuel was more sparingly used (by at least half) than with us, yet the iron produced was not much greater than with us, viz., 63 tons of coke for 54 tons of iron, which indicates that the iron-stone must be very poor in yield. Mr. Chambers, however, was of opinion that they had rather overdone economy here, and that the quality of iron had suffered in consequence, as it was white when broken for our inspection. We thought, however, that this might be partly accounted for by the fact that the pig-iron was run into cast-iron moulds instead of into sand, as with us. I think this very probable, as the pig first broken, while white all round the U, had a core of good gray iron. I brought away a sample for analysis, as also various samples of iron-stone, and I shall try the effect of running a pig into a mould of cast-iron at some neighboring furnace.

At the Chatelineau coke ovens we found much the same result as before. At the iron-works we again found them puddling with unscreened slack; when asked why they did not use large coal, were answered that it was too dear; that all went to Paris.

On the journey to Namur my companion broke a long silence by saying, "It beats me how they can fire those large boilers without any smoke—the coal must be different." This, however, was negatived by the fact that while they are firing—*i. e.*, while the furnace doors are open, the chimneys do emit smoke, and before we reach Liège, later in the week, we could tell when they were firing at a colliery two or three miles off, as for a minute a small column or puff of smoke would ascend, as it will from the bowl of a man's pipe between his drawing it into his mouth, and be cut off or cease just as suddenly and completely. Near Seraing I remarked, "Look, they are firing at that colliery;" the next moment, as the little puff floated off, leaving the top of the chimney clear again, "Now they have shut the furnace door." Arrived at Liège we began to doubt the accuracy of our impressions that it was the Wolverhampton, the Birmingham, the Sheffield of the continent, so clear was the atmosphere, so fresh and clean were all the buildings. Reassured on this, my companion remarked, with great emphasis, "Well! it is a great blessing for these people that coal *is* so dear."

THE IRON TRADE.

The moderate feeling of improvement marking the iron trade generally this week has given a tone to prices, which heretofore have hardly borne the extreme tension of necessity. Makers, manufacturers, merchants, and consumers alike show more cheerfulness, and even the long-disheartened broker is brightening, and becomes brisker at the prospect of a hope of "a rally." We trace in our own correspondence, and in that of others to which we have been permitted access, an expression of greater comfort and satisfaction. Prices of corn are settling down, as we anticipated, the suggestive fear of shortness of supply during the interval between the last and coming harvest being proved groundless; so that an important change in the home trade may justifiably be expected. Abroad there is everywhere talk of peace, and assurance of a devotion of continental sovereigns to commercial development of the great nations whose destinies they rule. Quite certain it is that if the sovereigns do not do this for the nations, the nations will very speedily do it for themselves, and do without the sovereigns. Already the feeling of the artisan classes against war has made itself forcibly felt in France, Prussia, and Austria, while in Russia the landed interest have brought a pressure to bear upon the Czar towards railways and roads for carrying grain to sea-ports which he has found it impossible either to control or resist. Something of the same kind is occurring in India in relation to the necessity of works of irrigation—a first duty of eastern governors too long postponed on weak pretences of poverty, now to be set on foot, without further delay, by the Indian government. Indeed, the whole aspect of commercial affairs appears to have changed. The signs of improvement are prominent and positive, for banking reports generally tell of large amounts passing through, and the money market, abroad as well as at home, records the presence—of late unusual—of the public once more as investors. Railways have recovered, and are recovering; in commerce, as in nature, a thaw has taken place; there is a spirit moving over the face of the sluggish waters; the business of 1868 has commenced.

BRADFORD—JAMES L. RAYMOND, Commercial Agent.

SEPTEMBER 30, 1867.

Tabular statement showing the description and value of the exports from Bradford consular district to the United States during the several quarters of the year ended September 30, 1867; also the names of the countries whither sent and where produced.

Description.	Whither sent.	Where produced.	1st quarter ended Dec. 31, 1866.	2d quarter ended March 31, 1867.	3d quarter ended June 30, 1867.	4th quarter ended Sept. 30, 1867.	Total value.
Stuff.....	United States.....	Bradford.....	£ s. d. 385,103 13 0	£ s. d. 481,070 13 11	£ s. d. 276,697 1 3	£ s. d. 637,839 8 7	£ s. d. 1,770,790 16 9
Carpets.....	do.....	Halifax.....	133,497 5 3	174,476 2 7	100,397 9 9	117,553 10 5	525,924 8 0
Iron.....	do.....	Bowling.....	4,979 11 4	6,530 4 2	5,045 1 1	3,286 17 1	19,841 13 8
Machinery.....	do.....	Bradford.....	6,017 9 7	3,694 13 6	2,355 5 11	775 3 5	12,842 12 5
Blankets and rugs.....	do.....	Heckmondwike.....	5,068 6 6	2,451 1 6	.....	64 14 11	7,584 2 12
Wool.....	do.....	Bradford.....	.....	.....	635 13 4	639 0 4	1,284 13 8
Yarns.....	do.....	do.....	577 2 1	455 13 6	348 19 11	930 14 6	2,312 10 0
Dye stuffs.....	do.....	Jowarby Bridge.....	408 17 1	532 7 0	290 3 11	.....	3,111 8 0
Paper.....	do.....	Morton.....	69 11 5	148 0 9	.....	390 3 5	627 15 7
Tweeds.....	do.....	Bradford.....	.....	2,358 5 0	372 4 0	1,451 5 9	4,181 14 9
Worsted goods.....	do.....	Halifax.....	.....	3,765 3 7	1,836 12 3	3,633 3 4	9,234 19 2
Steel.....	do.....	Bradford.....	.....	114 15 4	60 14 9	.....	175 10 1
Miscellaneous.....	do.....	.....	.....	94 7 11	10 1 4	.....	104 9 3
Total.....	.....	.....	535,801 16 3	675,711 8 9	358,039 7 6	756,574 1 9	2,356,126 14 3

OCTOBER 20, 1867.

* * * * *

The stock of Bradford goods left in your markets from the fall of 1866 was large, and as the season business had been far from profitable, was the cause, to some extent, for the shipments for the spring of 1867 being light. But the most serious obstacle against any large importation of goods was the extraordinary tariff passed last December, which rendered the importation of some fabrics impossible, or, rather, unprofitable, although the goods under a moderate tariff could have been imported and paid a profit.

So eccentric is the present tariff that an advance of one-eighth of a penny per yard causes an enhanced duty of \$45 in gold; 'tis certainly a most suicidal tariff.

I know that the merchants here engaged in the American trade cannot do a general business in all the manufactured goods made in this district, owing to the present exorbitant rules of duty on certain fabrics being made more than others.

Indeed the class of fabrics which would go into consumption with the million are very much debarred being imported, owing to the very excessive duties. I now refer to fabrics which are made only in Bradford, for neither the continent nor the United States are producers of the fabrics, yet they have to pay the highest duties, nearly prohibiting the importation.

Unless a great modification and reduction takes place in the present tariff the importations of this district must of necessity be less, because the importer has no confidence what congress may annually do in changing the tariff higher and higher; indeed, unless some definite medium duties can be agreed upon and adhered to, the importers, as a rule, will not be prepared to risk their all to the caprice and self-interested motives of manufacturing congressmen. The last tariff was a serious mistake, and in justice to the people and the large body of importing merchants, some radical change ought to be immediately effected. Other causes may partially have reduced the importations, and that is the gradual lowering in the price of cotton since the spring of 1866, causing, of course, a reduction in the price of the manufactured article; yet, with the gradual depreciation going on here, we are assured the importations would have been larger this fall had the importers had confidence in the future rulers of the tariff bills.

Prices in the market during the past year have declined from 25 to 30 per cent., yet these low rates cannot induce business, because the importers have no confidence in the future tariff rulers.

OCTOBER 25, 1867.

I have the honor to enclose herewith a tabular statement giving description, place of produce, and value of the several exports from this consular district to the United States for the year ended September 30, 1867.

The total value of merchandise shipped from this district to the United States the previous year amounted to £3,490,561. This year the exports have only reached £2,356,126, a falling off in the trade of the district of over a £1,000,000 sterling.

In connection with this subject I beg leave to enclose a letter received a few days since from a prominent firm in this town largely interested in the American trade.

It was not supposed when written that this letter would be made public, but as it may be of interest to the department to know the opinions of practical business men here, as regards the falling off in the trade of the district, I have taken the liberty of enclosing it.

SCOTLAND.

LEITH—JOHN S. FISKE, *Consul*.

JANUARY 2, 1868.

* * * * *

Business of all kinds has been dull, and invoices have been not only few in number, but averaging smaller in size than those of last year. I add here a transcript from the invoice book of the aggregate of exports from this district to America for each quarter since the book was opened by the late Mr. Gould.

For the quarter ended—	1866.			1867.		
	£	s.	d.	£	s.	d.
March 31	93,221	3	1	128,700	13	11½
June 30	88,971	14	6½	78,009	0	5
September 30	110,119	16	6½	104,132	11	9½
December 31	111,790	10	8	74,914	4	6
Total	404,103	4	10'	385,756	10	8½

Showing an excess in favor of last year of £18,346 6s. 1½d., notwithstanding the exports of the first quarter of this year were nearly £17,000 above the greatest amount of any quarter of the former years.

Statement showing the description and value of exports from Leith to the United States during the two quarters ended March 31 and September 30, 1867, (compiled from official invoices)

Description.	Where bound.	Where produced.	Value, including cost and charges.	In U. S. currency.
			£ s. d.	
Linens	United States.....	Leith	103,211 10 8	
Jute and cotton goods	do	do	1,153 6 9	
Flour, cloth, tapestry, and other carpets	do	do	4,185 8 0	
Books	do	do	3,434 8 0	
Gelatine	do	do	1,355 4 0	
Hemp and cotton nets	do	do	1,185 18 1	
Ales	do	do	10,405 9 4	
Ales, gin, and whiskey	do	do	408 17 1	
Biscuit	do	do	173 0 10	
Corkwood	do	do	1,379 17 11	
Garden seeds and plants	do	do	491 1 6	
Linen and cotton goods	do	do	666 17 2	
Sail cloth	do	do	344 16 3	
Sundries	do	do	304 18 4	
Total			128,700 13 11	\$622,912 47
Total for quarter ended September 30, 1867.....			104,132 11 9½	504,001 82

DUNDEE—J. SMITH, *Consul.*

NOVEMBER 12, 1867.

Statement showing the value of exports for the year ended September 30, 1867, as compared with the year ended 1866.

Quarter ended—	Value of exports for 1865-'66.	Value of exports for 1866-'67.	Difference.
	£ s. d.	£ s. d.	£ s. d.
December 31.....	374,479 18 11	356,298 18 0½	18,181 0 10½
March 31.....	320,393 0 2	255,074 7 10½	65,318 12 3½
June 30.....	265,045 13 1½	211,928 6 9	53,117 6 4½
September 30.....	253,330 13 3	248,725 9 2	4,605 4 1
Total	1,213,249 5 5½	1,072,027 1 10	141,222 3 7½

Statement showing the value of exports to the United States from the consular agency at Aberdeen, a dependency of this consulate.

	£ s. d.
For quarter ended December 31, 1866.....	11,735 0 1
For quarter ended March 31, 1867.....	3,472 10 5
For quarter ended June 30, 1867.....	3,520 4 3
For quarter ended September 30, 1867.....	4,667 18 11
	25,395 13 8

Descriptions of exports.

	£ s. d.
Paper.....	15,130 1 4
Flax.....	4,795 11 0
Granite.....	4,401 14 3

Carpets.....	327 16 5
Aqua.....	381 12 8
Photographic views.....	358 18 0
Total	25,395 13 8

IRELAND.

BELFAST—G. H. HEAP, *Consul*.

MAY 7, 1867.

I have the honor to enclose a tabular statement showing the number of invoices of goods shipped from this consular district, the average value of each invoice, and the total value of the exports from Belfast to the United States in the years 1865 and 1866, and the first and fourth quarters of 1867.

It will be seen that from the first quarter of 1866 a rapid falling off in exports commenced which still continues.

During the last year of our war and the first year after hostilities ceased the prosperity of the linen trade of Belfast was unexampled, but it now feels the effect of over-production and the general depression of business in the United States.

MAY 7, 1867.

Comparative statement showing the number of invoices, average of each invoice, and total amount of exports from the port of Belfast, Ireland, to the United States during the several quarters of the years 1865 and 1866, and the first and fourth quarters of 1867, (compiled from official invoices.)

Quarters.	No. of invoices.	Amount of exports.		
		£	s.	d.
First quarter 1865	562	274,340	5	6
Second quarter 1865	600	293,806	2	5
Third quarter 1865	1,109	570,127	14	9
Fourth quarter 1865	1,389	752,205	4	10½
Total.....	3,660	1,890,579	7	6½
Average of each invoice		516	11	0 4-10
First quarter 1866	1,400	721,675	5	7
Fourth quarter 1866		426,785	2	7
Average of each invoice first quarter 1866.....		515	9	7 7-10

Comparative statement showing the number of invoices, &c.—Continued.

Quarters.	No. of invoices.	Amount of exports.	Increase.	Decrease.
		£ s. d.	£ s. d.	£ s. d.
First quarter 1866	1,400	721,675 5 7	447,335 0 1	.....
Second quarter 1866	855	452,216 6 11½	158,410 4 6½	.....
Third quarter	1,174	638,546 2 11	68,418 8 2	.....
Fourth quarter.....	1,132	637,610 1 9	.....	114,695 3 1½
	4,561	2,450,047 17 2½	674,163 12 9½	114,695 3 1½
Average of each invoice		537 3 5 6-10	20 15 5 2-10	.....
Total increase in exports in 1866		559,468 9 8	.....	.....
First quarter 1867	1,020	498,276 18 10½	.....	223,398 6 8½
Average of invoices first quarter 1867				£ s. d.
Decrease				488 10 0 6-10
				26 19 6 1-10

SEPTEMBER 30, 1867.

Statement showing the description and value of exports from this port, produced here and bound to the United States, during the quarter ended this day, (compiled from consular returns.)

Description.	Value, including costs and charges.
	£ s. d.
Handkerchiefs	81,145 3 5
Linens	239,789 14 8
Thread	10,863 13 2
Felt	478 9 7
Unions	6,735 0 3
Cloth and napkins	23,025 4 9
Swiss mulles	3,682 19 10
Duck	7,382 14 10
Frontings and fronts	14,420 7 5
Embroideries	7,563 11 2
Yarns, &c.	6,834 14 9
Muslin	11,691 8 9
Canvas	2,156 7 9
Hollands	5,542 9 9
Towels	1,499 1 0
Whiskey	107 8 6
Lawns	436 13 4
Sundries	3,430 6 3
Total for quarter ended September 30, 1867	426,785 11 2
In dollars	\$2,065,642 19

BRITISH POSSESSIONS AND DEPENDENCIES.

TORONTO—D. THURSTON, *Consul*.

JUNE 30, 1867.

Statement showing the description, quantity, and value of exports from this port, produced here and bound to the United States, during the quarter ended this day, (compiled from invoice book.)

Description.	Quantity.	Value, including costs and charges.
Barley	22,091 $\frac{35}{80}$ bushels	\$24,596 30
Wool	39 sacks, 96 bundles, 336 bales, and 52,371 pounds.	47,895 64
Household goods and effects		11,873 75
Wheat	360,968 $\frac{7}{80}$ bushels	682,860 07
Horses, cattle, sheep, and live stock	1,824	61,216 75
Flour	15,334 barrels	132,814 91
Peas	101,262 $\frac{3}{8}$ bush., 16 bags, 200 bbls.	80,329 42
Hams, bacon, butter, provisions, oil, &c.	47 casks, 1,762 gals., 109,504 lbs.	13,089 81
Cotton	18,637 pounds	4,938 81
Malt	8,352 bushels	6,613 08
Scrap iron	212,116 pounds	3,082 66
Lumber, timber, laths, &c.	19,003,676 feet	193,655 39
Flaxseed and oats	1,025 pounds, 18,203 bushels	15,211 42
Pelts	6,374	5,127 55
Oatmeal	116 barrels	2,037 00
Safes	4	673 00
Eggs	61,567 $\frac{1}{2}$ dozen, 200 barrels	7,822 15
Alcohol and spirits	21,523 gallons	13,599 78
Old rye	6,000 bushels	5,100 00
Sundries		6,829 45
Total		1,319,366 94

JANUARY 1, 1868.

I have the honor to present my annual report for the year 1867. I beg to represent that the great amount of routine business imposed on this consulate for the year 1866, and the additional duties required of me by the trials of the Fenian prisoners, have prevented my forwarding to the department a detailed report for the year 1866. I have, however, incorporated in the report for this year a few subjects of interest embracing certain periods of the year 1866, which may be of value, and assist the department in arriving at a comparison of the progress of my district in the exports and imports with the present year. The year 1865, blessed with a bountiful harvest, was the first period for five successive years when the farmer was remunerated for his labor and outlay. The year 1866 added to the material wealth of the province, and the amount of business transacted during the season had never been exceeded in any former period. The condition of this province has been universally prosperous during the past year, and until the failure of the Commercial Bank, which occurred about the 15th of October last, a decided improvement had been apparent in the general economical condition of the whole country. The failure of the Commercial Bank spread alarm and apprehension throughout Canada, and for a time destroyed the confidence in every other moneyed institution. Occurring at the time when the heaviest advances were made by banks on grain and other products exported to the United States and other countries, these institutions were

compelled for their own protection to suspend all advances and discounts ; and for the space of three or four weeks a panic, almost equal to that of 1857, existed throughout the country. There was a run on almost every bank in this city for gold. The run on the Royal Canadian Bank was unprecedented. For three days this institution opened its doors at 8 o'clock in the morning, and kept them open till 6 o'clock at night, to accommodate the farmers and others coming from a distance to exchange its bills for coin. The financial crisis which followed the suspension of the Commercial Bank interrupted almost every kind of business in this province, and up to this present time many of the most important interests have severely felt the pressure. The following comparative statement of the value of the exports of domestic produce and manufactures, the value of goods intended for consumption, and the amount of duties collected in several of the most important ports in my district for the years 1866 and 1867, shows the difference in the exports from these places to be \$422,744 less than in 1866, and the imports to exceed those of 1866 by \$935,228.

Ports.	From July 1, 1865, to June 30, 1866.			From July 1, 1866, to June 30, 1867.		
	Imports.	Exports.	Duty.	Imports.	Exports.	Duty.
Coburg.....	\$392, 739	\$76, 102	\$5, 349 84	\$362, 488	\$88, 799	\$5, 757 56
Colburne.....	36, 619	68, 141	1, 076 91	24, 758	44, 213	711 33
Darlington.....	437, 868	34, 582	3, 015 00	221, 352	100, 835	14, 578 92
Port Hope.....	1, 462, 846	166, 993	17, 813 67	1, 455, 823	223, 744	21, 529 12
Oshawa.....	167, 396	71, 275	7, 683 06	137, 190	87, 753	7, 770 57
Oakville.....	126, 869	7, 541	12, 854 00	91, 530	29, 559	139 83
Toronto.....	2, 467, 848	6, 173, 972	1, 025, 189 66	2, 525, 340	6, 963, 689	951, 703 38
Whitby.....	586, 888	67, 327	11, 026 35	457, 858	62, 569	10, 378 15

Canada is an agricultural country; her manufactures and commerce are comparatively small. The attention of her farmers has been directed mainly to the cultivation of wheat, and when, from any cause, there has been a diminished yield of this crop, it has unfavorably affected every interest within her borders. This year there has been an average yield of almost every crop excepting oats and barley, and this last-mentioned grain, although less in quantity, has proved more than an average sample in quality. Turnips, beets and potatoes are scarce, and the average price of potatoes at this time is 90 cents in this market. The agricultural reports, however, of the entire country are, on the whole, satisfactory, giving the assurance that prosperity has crowned the efforts and industry of the people of this province, and that almost every interest is in a healthy condition. Establishments for the manufacture of many articles have been instituted during the past year in many sections of the country, and several old manufactories have been enlarged. Until the failure of the Commercial Bank there has been in my district a general indication that the times were good. The shipping interest, however, has not proved so remunerative as during the year 1866. Flour and wheat have maintained paying prices, and barley has commanded a price, during the whole season, that has profitably paid the farmer for its cultivation. Lumber opened at the same rates as were asked last year, but the prices declined about midsummer. The stocks were in excess of last year, and many manufacturers have stored a considerable portion of the products of their mills for next year's operations rather than send it forward this season. Among the agricultural and manufacturing products of Canada, especially in my district, that of flax commands great and increasing interest as a branch of industry. The growth and manufacture of flax is rapidly rising to great importance in this province, and although still in its infancy its importance is becoming better appreciated, and more extended efforts are being made in every section to develop both its culture and manufacture. Some ten years ago this new and valuable branch of

industry was introduced into this province by an American company who settled in Conistoga, county of Waterloo, Canada West. They commenced operations by offering the farmers the seed on credit until they should receive a return from the crop sown. They then purchased the fibre and seed of these parties, at the same time giving the farmers every information as to its cultivation, &c. They erected a small scutching mill at Conistoga and succeeded by the inducements they offered in persuading some of the farmers in the neighborhood to sow some 60 or 70 acres, and by perseverance they have increased the quantity each year since, until at this time the area sown is not less than ten thousand acres throughout this province. They are the owners of some seven scutch mills, a large linen manufactory in the village of Doon, near Conistoga, and other parties in other sections have followed their example. A wealthy produce firm has erected a large linen manufactory at Streetsville, 15 miles from Toronto, on the river Credit, where they are producing from 4,000 to 6,000 seamless bags weekly. I have the honor herewith to forward a sample of the bags manufactured by them. At Preston, Canada West, is manufactured a similar class of goods, and also a variety of diapers, domestic towelling, sheeting, &c., with a large variety of thread, twine and rope. A sample of thread, with samples of scutched flax, I have the honor to forward to the department with the bags. At all these places the owners are adding to their machinery and the means of manufacturing, and in a short time it is anticipated will produce a large portion of such staple goods as are imported extensively into Canada from England. At the present time there are over one hundred scutching mills at work in Ontario, three large linen factories, and three linseed oil mills. One great difficulty which retarded very much the development of flax culture was "hand pulling." This obstacle has been overcome by the invention of a machine by an American which has been introduced into this country within the last year. This machine has proved to be admirably adapted to the purpose for which it is intended, and saves a great deal of time and expense. It is anticipated that the introduction of this machine in the growth of flax will induce many farmers to undertake the culture of this crop who would not otherwise do so with the expense of "hand pulling." The quantity of seed generally sown to the acre is two bushels, producing, when harvested, from 10 to 15 bushels of seed and two or three tons of fibre. At the prices of the fibre and seed the yield of the produce will be between 30 and 40 dollars per acre. The encouragement given by the Canadian government to the importation of Riga seed, which it has sold to farmers at a reduced price, has been highly favorable to the culture of this crop. The yield from the Riga seed has been much more abundant, the fibre proving to be of superior quality, yielding stalks eight inches larger than that produced from native or any other kind of seed. I am justified in saying that from the manifest interest existing all over this province in the flax culture and the productive value of the crop, that the number of acres employed in the growth of this vegetable will be doubled in a year or two. A market has been opened in the United States for all the surplus fibre and seed not consumed nor manufactured here, and I have within a short time issued certificates covering large shipments of both fibre and seed. Since the price of gold has fallen large orders, I understand, have been received here from the United States for seed and fibre. The cultivation of flax will cause great changes in the agricultural interests of this province, and since the result of its growth and manufacture has been so decidedly successful, I anticipate the abandonment of the cultivation of wheat by many farmers in sections where this crop has proved, for several years, to be uncertain, and the substitution of flax instead, the returns from which are so remunerative and the casualties attendant on its product-comparatively so few. Since confederation has been *un fait accompli*, the attention of merchants and business men, of both provinces, has been directed to the opening out a line of trade between Canada and the maritime provinces. This section of Ontario

has been energetically engaged in the accomplishment of this object. A deputation of the Board of Trade of this city visited the chief cities of New Brunswick and Nova Scotia, and the report of the chairman was very favorable. From the time his report was given to the public, considerable shipments of flour have been made in bond to these provinces, but not, I apprehend, with the result that has been anticipated. Great efforts are being made to keep up the interest in relation to this subject, and appeals are continually being made to the loyalty of the Canadians, and references to the profits that may result from this trade. Comparisons are instituted between the trade of the United States with these maritime ports, and the question is asked, "If the Yankees can profitably send flour and other merchandise to these provinces, can we not do the same, when the Americans purchase of us the very flour which is sold by them to our sister provinces?" In connection with this subject of trade with the maritime provinces, is the frequent public statement that the repeal of the reciprocity treaty has accomplished nothing for the Americans, for every description of Canadian products have sold in the United States at advanced prices, and that the demand has been so great as to exhaust certain brands of flour, a large portion of all the barley raised in this province, and all the really merchantable lumber manufactured in Canada. This statement is measurably true. But in relation to the trade of the maritime provinces I learn that large amounts of the merchandise exported from Canada have been consigned to parties either at St. John's or Halifax, anticipating a market. That a very considerable proportion of the flour thus sent has remained unsold for a long time, and has soured, affording to the shipper no profit, but subjecting him to a loss. The difference between the trade of the lower provinces and Canada and the United States is so great that all efforts made to extend it cannot increase it beyond a certain point. The population of the lower provinces is so comparatively small that a few barrels of flour, more or less, either produce a scarcity or overstock the market.

The whole amount of exports from Canada to the maritime provinces in 1857 amounted to	\$875, 239
Imports	751, 888
Exports in 1867	\$3, 549, 197
Imports	1, 079, 917
In ten years the increase in exports was	\$2, 673, 956
Imports	328, 465

During that period the increase in the exports to the United States in live stock and cereals alone was as follows :

	1857—Exports.	1867—Exports.
Horses	\$417, 155	\$599, 951
Cattle	600, 409	1, 190, 799
Sheep	33, 209	149, 976
Barley and rye	683, 984	3, 780, 788
Flour	3, 526, 028	2, 110, 626
Oats	360, 430	492, 175
Total	5, 621, 315	8, 324, 315

Showing an increase in the articles alone of \$2,703,000 ; but when wheat is added to this list, it increases the difference to \$4,453,000. The sentiment is generally expressed that increased trade with the lower provinces will be the

result of confederation, and that as the federal government will occupy a higher position among nations than before the union, it is anticipated that the efforts to extend the trade with foreign countries will prove successful. The flattering hope is held out that the high prices and the taxation existing in the United States will assist the trade of the confederative states, and render them the most attractive country for emigrants.

The imports into the port of Toronto for the year ended December 31, 1867, are as follows :

Half year ended June 30	\$3, 329, 038
Half year ended December 31	4, 107, 463
Total	<u>7, 436, 501</u>

The exports for 1867 :

Half year ended June 30	\$877, 882
Half year ended December 31	1, 598, 037
Total	<u>2, 475, 919</u>

Exports not the produce of Canada :

Half year ended June 30	\$1, 839
Half year ended December 31	926
Total	<u>2, 765</u>

The abstract of invoices of merchandise exported to the United States from this consular district is herewith enclosed, together with the returns from the agencies at Port Hope and Coburg. It will be noticed that the exports of barley from this port have been very large, 2,254,463 bushels having been shipped, at a valuation of \$1,447,725 44. Of wheat there has been exported 872,151 bushels, at a valuation of \$1,452,805 32; and of lumber 68,290,061 feet, at a cost of \$645,223 01. I subjoin a list of the prices of wheat, flour, and other products of this province, for the year 1867 :

Months.	Flour.	Fall wheat.	Spring wheat.	Barley.	Peas.
January	\$6 70	\$1 78	\$1 43	\$0 58	\$0 72
February	6 75	1 75	1 43	55	73
March	7 25	1 95	1 76	58	71
April	8 00	2 05	1 95	64	77
May	9 00	2 20	2 00	70	79
June	7 90	1 87	1 75	65	70
July	7 25	1 85	1 65	65	65
August	7 00	1 55	1 45	65	65
September	6 75	1 50	1 42	80	78
October	7 00	1 70	1 50	82	80
November	6 50	1 56	1 42	80	70
December	6 65	1 65	1 44	88	70

Lumber opened early in the season at the prices demanded last year—\$18 and \$22 per thousand feet for the upper qualities, and \$8 for common—but showed evident symptoms of a decline about July. There were large stocks

cut during the winter of 1866 and 1867. Millers were eager to sell, but the overstock in the eastern markets and the diminished demand reduced the prices and forced manufacturers to keep large stocks over for the next year's sales. At the present time the indications are not very favorable for the manufacture of the usual quantity of lumber for the year 1868. The general depression of business in the United States, the large stocks wintered over there, added to the anticipated decline in business here for the coming season, and the reduced prices of this article, will prevent many parties from manufacturing and influence others to contract their operations in comparison to their last year's products.

On the north shore of the Georgian bay, commencing at Collingwood, and ending at Spanish river, lies a large section of timber lands, which have been put into the market by the government within the last three years. These timber lands have been purchased by parties from Canada and the United States. Within the period mentioned there have been built at different points on this tract, on the shore of the Georgian bay and on the rivers emptying into it, 18 large saw-mills, which will cut in the aggregate 80,000,000 feet of lumber. The greater portion of this lumber is intended for the Chicago market. Six of these mills have been built by American citizens, at an expenditure of \$100,000. The most extensive mills on the line of the Northern railway are owned by Americans, as also many other extensive manufacturing establishments in this section of the province.

During the past year experiments have been made in the burning of peat on the railroads and other places, with considerable success. Large deposits of this substance are found, both in this and the lower province, and so well satisfied are capitalists and railroad managers of the importance of this article as an economic and lasting fuel, that a large and wealthy company has been organized at Montreal for the purpose of working these peat deposits in Lower Canada, the capital of which is \$150,000.

Considerable excitement has been created in this and the eastern province by the discovery of gold in the township of Medoc, county of Hastings, and province of Ontario.

Reports have been published in the papers of the day of the richness of the deposits found there, and many companies have been organized for the purpose of working the rock in Medoc and some of the adjoining townships. But I am not yet satisfied that gold in paying quantities has been discovered in the formation of Medoc, or in the surrounding country. Some time since I arranged with a gentleman conversant with mining to visit Medoc, and investigate the statements so publicly made by a careful examination of that country. From the report made to me, and the specimens of the rock in which the gold is found, I am satisfied that, while the general statement of the existence of gold-bearing quartz in that region is corroborated, it does not, from the yield of this metal in the several results given to the public as the product of the specimens crushed at the mills now in operation, justify, in my opinion, any great outlay in the working of the deposits. The specimens in this consulate, selected with great care, are not of the richest character. Recent intelligence received here affords better proof of the value of the Richardson mine, the location at which gold was first discovered, than that heretofore given. Some of the ingots of the gold, the yield of this mine, are now on exhibition in this city. I design sending some specimens of the gold-bearing quartz found at Medoc to the department, and as soon as I shall receive them from the mines in quantities large enough to give a proper idea of the value of this deposit, I will have the honor to transmit them. Together with the discovery of gold at Medoc, there has been discovered within the past year a deposit of silver at Thunder bay, on the north shore of Lake Superior, near Fort William, the extent of which is said to exceed any deposit of this kind in the known world. I have seen specimens of this deposit of such marvellous richness that it seemed almost as pure as the refined metal itself.

I transmit a report of discovery of this metal, and the operations which were commenced this year at Thunder bay, by Mr. J. E. Withers, an American, residing in Toronto.

The exportation of wool to the United States has materially diminished during the past season; comparatively but few sales have been made to American buyers, but considerable quantities have been sent on consignment to New York and Boston, and are held in these cities for an advance in prices. Very few oats have been exported; and the duty of 20 per cent. on cattle has reduced the number exported from my district to the United States for the year 1867. Though the emigration to the United States from this section has not, I am of the opinion, equalled that of the last season, the character and position of the parties to whom household certificates have been issued as permanent settlers in the different States of the Union has materially improved. I have been particularly struck with the apparent well-to-do appearance of the individuals to whom certificates have been granted, some of whom were persons of considerable means, and many of whom were farmers and mechanics, men and women who seemed to be admirably qualified to meet the inconveniences of a new country, and who were able to overcome all the obstacles before them. Many persons from this vicinity have gone to Missouri, some to Kansas, and considerable numbers have emigrated to Wisconsin and Iowa. I am frequently in the receipt of inquiries from different sections of this province about localities in which government lands are situated, which may be settled under the "homestead" law. Possessing no information on this important matter, I have been unable to answer the questions asked; but I have, in almost every instance, sent the parties abstracts from the "homestead" act, and have endeavored to give these parties to understand the great advantages offered by the government of the United States to emigrate under this law, and, I have reason to believe, with considerable success. I would respectfully suggest that copies of the homestead law be forwarded to every consul in these provinces, together with the names of the States and the sections therein where the government lands are free for settlement under this law, that the information, which is of so much importance to those who desire to avail themselves of the advantages thus offered, may be accessible to all. Great efforts, as I have before stated, are to be made to attract permanent settlers to Canada, and several measures for the accomplishment of this object have been under consideration by the government. It has been proposed to open roads in the unsettled portions of the country, to clear alternate lots in certain portions of certain townships, and build houses thereon at the expense of the government. The settler will be charged with the actual cost of these improvements, together with the price of the land, and it is expected that land thus prepared will attract settlers, who would otherwise pass through Canada for a permanent residence in the United States. The emigration returns have not yet been published, but I subjoin an approximation of the number of emigrants who have arrived in Toronto, and the number who have remained in the province for the year 1867, which was kindly communicated to me by the emigration agent for Ontario. Number arrived at Toronto, 18,000; number remaining in Canada, 4,000. The difference, 14,000, have permanently settled in the United States. The number of Americans residing within my district has sensibly decreased for the past year. Not only have a large majority of the southern refugees returned to their country, but many northerners who have resided in Canada for several years have sold out their business and returned to their native States.

* * * * *

DECEMBER 6, 1867.

In regard to the discovery and existence of silver on Thunder bay, north shore of Lake Superior, near Fort William, I give herewith such information as I have at hand.

The discovery was made by Mr. John McKella, a miner and explorer from Ontonagon, Michigan, in the fall of 1866, so late in the season, however, that the discovery was not brought into public notice until the spring of 1867. But during the winter, Mr. J. E. Withers, an American gentleman residing here, incidentally learned something from the parties themselves, who had made surveys and plans of some sixteen hundred acres and filed their applications with the Crown land department for the same, and was here with the intention of disposing of interests in said lands. Mr. Withers opened negotiations at once, but in pursuing his inquiries found they could not sell, owing to some unsettled condition of titles, in consequence of which he then informed the parties of his intention of visiting the locality by the first trip of the steamer to Fort William on the opening of navigation in the spring.

Having interested other parties from the United States with him in the adventure, they proceeded by the first trip of the steamer, May 27, 1867, to the supposed Eldorado of the northwest, Thunder bay, arriving there in the first days of June.

On landing, they found there were a great many difficulties to encounter owing to the rugged character of the country, covered with a dense growth of stunted balsam fir, pine, and birch trees, and the earth clothed with a heavy gray moss, in many places two feet deep, almost precluding the idea of success in discovering the lode of which they were in search.

In this emergency, negotiations with the original discoverers and explorers were made, giving them a royalty or conditional interest in purchases for their knowledge and explorers' rights and showing of the vein, and when shown to them, at once surveyed some four thousand acres along the range or lode, a distance of over five miles, for which land patents from the Crown land department have been secured.

By the second trip of the steamer, miners were procured and brought from the Wellington copper mines, and within two weeks from the discovery and survey of the lands, practical mining operations were begun on the veins, and considering the character of the country and all supplies, tools, &c., to be carried by Indians a distance of three miles from the bay to the mines, shows that they were not lacking in the peculiar characteristics of their country—energy and vim to carry through any enterprise.

The vein now being worked by the company is strong and well defined, having an east and west direction or leaning, and is what is termed by geologists a "champiere vein," having a true marked direction, with innumerable feeders from the north and south sides. It is twenty-two feet in width, with thoroughly defined wall rocks.

Two shafts have been started down on the vein, distant apart some three hundred feet, one near thirty feet, the other forty feet deep. One opened on the north wall rock, the second shaft on the south wall rock; size, six by eight feet. From shaft No. 2 on the south wall argentiferous galena, native silver, and black sulphuret of silver have been taken from the surface down, and rapidly improving as the shaft deepens. The working ore or mineral is fully four inches in thickness, comprising native or black sulphuret of silver and argentiferous galena, with leaf silver interspersed through the calc spar, and yielding by assay from working ores seven hundred dollars per ton of two thousand pounds, with occasional deposits yielding at the rate of seven thousand dollars per ton; and in this connection it is proper to say that Professor Chapman and other eminent geologists entertain the opinion, from the deep-seated character of the silver-bearing rock and the wonderful strength and size of the veins, that immense deposits of massive native silver will be developed as the mines are deepened, similar to the native copper of the south shore.

The energy displayed by the company in the purchase of lands and prompt development of its mineral character had the usual result, and the attention of

capitalists in Canada, as also large numbers from the American side, was attracted to this point, and during the latter part of summer and first fall months the country was alive with explorers and surveyors, who have taken up large bodies of land, not in all cases mineral lands, but much of it will prove rich and valuable. During the month of October a company was formed at Montreal and the first locations were made on Thunder bay by Messrs. McIntyre, Hewick, McKella, and others, with a capital of one million dollars, and quietly subscribed and taken within three days' time of its offering. It is called "Thunder Bay Silver Mining Company," and mining operations commenced November 1.

The mineral region beginning at and lying north and beyond Thunder bay extends over a large area of country, and from present developments and indications must prove by far the richest silver mining region known to the world. Its accessibility is an important consideration. The largest vessels can float in a good harbor within three miles of the present discovered mining grounds. The facilities of transportation for the past season have been by the steamer Algoma, plying from Collingwood (the terminus of the Northern railroad on Georgian bay) to Fort William, making semi-monthly trips, enabling us to get forward abundant supplies for the winter season, (or suspension of navigation,) which lasts from six to seven months in the year. It is thought private enterprise may bring us an additional steamer next year, giving us weekly communication with Toronto, Canada, and Detroit, Michigan. The government, through the postal department, has already advertised for weekly transmission of the mails by steamers over this route, continuing on from Fort William to Ontonagon, Michigan, from the opening of navigation in 1869. So we are assured of an ample means of travel and transportation at an early period. Freights have been carried for us at fifty cents per hundred pounds, the distance about seven hundred miles, and in time competition will reduce such rates one hundred per cent.

Next season several mining companies will begin operations and business commence where hitherto existed a wilderness, used only as the hunting and trapping grounds of the Hudson Bay Company.

The field for investment and enterprise is a large one, well demanding the attention of the mining world, and next year will witness a large emigration to that section, and by reason of the wonderful discoveries made facilitate the project of opening up communication with the Red River of the North; work having been commenced and prosecuted the present season under the superintendence and direction of Mr. Dawson, who has long taken a great interest and active part in bringing the attention of the government to the national importance of such a highway, and now for the first time entertains a hope of its accomplishment.

I send you herewith an editorial of to-day's Globe on this route, as also other matters belonging to the northwest.

At some future time I will give you the results and productions of the mines and any new developments occurring in that section.

Statement showing the description, quantity, and value of the exports from Toronto to the United States during the year ended September 30, 1867.

Quantity and description.	Value.	Quantity and description.	Value.
3,633 barrels apples.....	\$7,424 51	1,347,833 laths	\$1,905 25
2,254,463 bushels barley.....	1,447,725 44	361 gallons liquors	826 98
67,834 pounds butter.....	9,966 20	9,528 bushels malt.....	7,259 82
161 tons bran	1,513 00	Machinery	11,881 77
175 bags	593 40	16,391 bushels oats	7,764 86
Books	8,071 34	4,894 barrels oatmeal	20,000 95

Statement showing the description, &c.—Continued.

Quantity and description.	Value.	Quantity and description.	Value.
28,000 bricks.....	284 00	219,574 bushels peas.....	177,959 79
1,347 cattle.....	52,393 00	53,129 pelts.....	19,529 69
18,637 pounds cotton.....	4,938 31	Piano.....	500 00
Dry goods.....	160 00	Return goods.....	3,308 50
165,655 dozen eggs.....	15,782 91	300 barrels refined oil.....	2,928 00
Fancy goods.....	67 44	39,525 pounds rags.....	1,443 17
77,814 barrels flour.....	578,183 19	5,561 bushels rye.....	3,336 75
8,840 bushels flaxseed.....	13,508 61	10 safes.....	9,200 00
94,398 pounds flax.....	12,271 69	Seeds.....	831 64
General merchandise.....	5,202 66	20,636 pounds shorts.....	253 88
Gilling thread.....	48 63	182 sheep.....	1,239 00
18 boxes glass.....	190 20	2,520,783 shingles.....	5,582 50
Household effects.....	54,826 16	Shrubbery.....	230 00
342 horses.....	34,188 01	1,038,490 pounds scrap iron.....	10,519 34
Hardware.....	972 50	604,957 staves.....	10,695 90
15,190 pounds hops.....	4,557 00	69 cords stave bolts.....	252 05
343 hogs.....	1,496 10	872,151 bushels wheat.....	1,452,805 32
461,573 pounds hams.....	40,607 87	17,199 pounds wire.....	824 52
145 cords hemlock bark.....	662 50	233,058 pounds wool.....	95,426 24
5,833 tons iron ore.....	11,671 70	Total.....	4,799,175 30
2 barrels jeweller sweepings.....	40 00		
68,290,061 feet lumber.....	645,223 01		

PORT HOPE—THOMAS P. JONES, *Consular Agent.*

NOVEMBER 21, 1867.

I have the honor to transmit to you an abstract report of the shipments from this consulate from November 10, 1866, to September 30, 1867.

The trade between this port and the United States is steadily increasing. The shipments of lumber since the opening of navigation this season have been about ten millions more than last season. The shipments of grain have been very large; the largest shipments have been in wheat and barley.

Below I give a list of the articles shipped and the amounts:

Quantity and description.	Value.	Quantity and description.	Value.
62,536,923 feet of lumber.....	\$627,715 94	4,199 calfskins.....	\$2,941 80
12,543½ thousand shingles.....	28,825 68	198,011 bushels wheat.....	360,438 44
37,470 bunches laths.....	4,337 99	96,014 bushels barley.....	57,832 63
331½ thousand pickets.....	2,924 23	7,107 bushels rye.....	4,598 70
60,000 staves.....	246 00	1,067 bushels oats.....	550 54
10,000 headings.....	41 00	57,182 bushels peas.....	46,070 54
9,000 hoops.....	36 90	569 bushels beans.....	511 37
235 cords shingle bolts.....	1,269 47	55,916 dozen eggs.....	5,299 00
350 cords cedar posts.....	1,224 04	Furs.....	217 60
16,700 rails.....	584 50	205 barrels oat meal.....	1,056 38
17,026 hop-poles.....	447 09	1 barrel pork.....	20 00
420 railroad ties.....	105 00	915 tons bran and shorts.....	10,910 00
811 cattle.....	23,091 87	103,894 pounds scrap iron.....	1,026 51
51 horses.....	4,292 21	4 old wagons.....	185 80
450 sheep.....	1,606 54	1 cutter.....	60 00
26 hogs.....	163 00	9 old harnesses.....	70 00
226 fowls.....	75 64	1 old bell.....	69 30
12,885 pounds butter.....	1,751 35	5,400 pounds cows' hair.....	17 25
23,554 barrels flour.....	270,491 30	Total.....	1,527,026 95
212,121 pounds wool.....	65,894 34		

COBOURG—E. S. WINANS, *Consular Agent*.

NOVEMBER 26, 1867.

I have the honor to transmit to you an abstract report of the shipments from this consulate from the 22d of August, 1867, (the time that I entered upon my duties,) to the 30th of September, 1867.

The trade between this port and the United States has increased during the last year, principally from the building of a railroad and the opening of the Mannora iron mines, the ore of which is reported to be fully equal to that of Lake Superior. There was a considerable quantity shipped from this port the latter part of this year. Arrangements have been made to take from the mines during the winter and spring 200,000 tons of ore, to be shipped during the next summer to the United States.

We have here, and near here, one large woollen mill and four smaller mills, that manufacture half a million yards of woollen goods annually. Also a number of flour mills and other manufactories of machinery, implements, &c.

The crops have been good the last year, and this part of the country is in a healthy and flourishing condition.

Table showing the description, value, and quantity of merchandise shipped from this port from the 22d August, 1867, to the 30th September, 1867, inclusive.

Quantity and description.	Value.	Quantity and description.	Value.
4,030 tons iron ore.....	\$8,261 50	19,279 10-48 bushels barley	\$15,687 01
2,211,294 feet lumber.....	21,125 86	4,986 36-60 bushels wheat.....	7,542 46
205 bundles laths	25 20		
50 head sheep	89 68	Total	53,062 14
470 wool sacks.....	303 40		

CLIFTON, CANADA WEST—W. M. JONES, *Consul*.

NOVEMBER 1, 1867.

SIR: I have the honor to submit the following report on the trade and commerce of this consular district for the year ending September 30, 1867:

The trade between this province and the United States has greatly diminished during the past year, and especially is this the case during the last six months. This is mainly attributable to the decline in prices in the markets of the United States of many articles of production of the province. The decline in the prices of live stock in the New York market has had a marked effect upon that trade in this vicinity; while, mostly for the same cause, flour, wheat, butter, eggs, and many other articles of Canadian production have, to a certain extent, sought a temporary market elsewhere, or have been in some cases held in store for "something to turn up" to the advantage of the owners. As stated in my report one year ago, "the amount of exports, with the exception of lumber, from the provinces to the United States can have little effect upon the markets of the latter country;" and while the absence or presence of Canadian produce and manufactures will not elicit particular attention in the great markets of the United States, the Canadian people must accept of the condition, pay the duties on their productions, and offer them in our markets, or find markets for them elsewhere; the latter they cannot do with any profit to themselves in the presence of the usually high prices offered in the New York and neighboring markets; and the result naturally follows that no effort on their part can have the

effect of diminishing for a long period the trade that, from all the circumstances considered, must exist between the United States and the dominion of Canada.

The crops in this consular district during the season just closing have, as a general thing, been remarkably fine both in quantity and quality. The oat crop is possibly not quite as heavy as on the season preceding, but the wheat and other crops are fine. The long drought during the past summer greatly affected the yield of corn and potatoes. The potato crop, however, is remarkable in one respect, and that is the superior quality of the potatoes. The yield is not large in point of numbers, but the potatoes are very large and of a very superior quality.

The following table contains a comprehensive statement of the value of exports from this consular district as shown by the record of invoices verified at this office and its agencies during the year ended September 30, 1867. The report from the agency at Hamilton, which was discontinued July 16, 1867, only extends to that date.

Through the politeness of her Majesty's collector of customs at this port I am again able to submit the annual report of the amount of imports at Clifton. The annual returns from the custom office here, being required on the 30th of June of each year, I am not able to make the accompanying return of imports correspond wholly with the preceding report of exports.

Table showing the value of exports to the United States from the consular district of Clifton, Ontario, for the year ended September 30, 1867.

Location of office.	Quarter ended Dec. 31, 1866.	Quarter ended Mar. 31, 1867.	Quarter ended June 30, 1867.	Quarter ended Sept. 30, 1867.	Total.
Clifton	\$285, 299 10	\$136, 693 11	\$62, 215 03	\$31, 516 66	\$515, 723 90
Hamilton	586, 536 61	307, 546 50	287, 585 64	29, 027 20	1, 210, 695 95
St. Catharines	106, 633 98	13, 820 94	15, 781 10	21, 635 76	157, 871 78
Chippewa	22, 871 29	62 00	16, 805 00	14, 249 32	53, 987 61
Grand total					1, 938, 279 24

The amount of exports from this district for the year ended September 30, 1866, was \$2,092,303 90, which, when compared with the figures given in the table above, \$1,938,279 24, gives an excess of \$154,024 66 over the amount of exports for the year ended September 30, 1867.

From these figures it would not appear that there has been a very great decrease in the trade of the district when compared with the preceding year. It must, however, be borne in mind that the large and important agency at Hamilton was created only a month prior to the 30th September, 1866, and that the agency at Chippewa had been in successful operation only one quarter of that year, and that preceding those dates the greater part of the business belonging to those offices passed through the offices of neighboring consulates. The relative business of the district for the years in question can be better understood by comparing the respective statements of exports therefrom as reported at the office of the consulate alone, irrespective of its agencies.

The amount of exports from the district as reported directly to the office of the consulate for the year ended September 30, 1866, \$1,857,756 43; the same for the year ended September 30, 1867, \$515,723 90; giving an excess of \$1,342,032 53 in favor of the year 1866.

This again cannot be wholly relied upon as showing the difference in the business of the district for the two years in question. But, bearing in mind that a

part of the business done at the consulate prior to the establishment and revival of the agencies named naturally passed to those offices after they began to transact business, we may safely conclude that the business of the district has decreased during the past year, when compared with the year preceding, at least \$700,000. When it is understood that this is one of the smallest consular districts in Canada these figures stand out in large characters.

The following table embraces a more extended report of the exports from the district for the year ended September 30, 1867. In it are combined and classified, in a careful and methodical manner, the total amount of exports from the district as entered at the consulate and its three agencies for the period indicated :

Quantity and description.	Value.	Quantity and description.	Value.
45,940 barrels flour.....	\$325,003 50	34 carriages and harness.....	\$858 23
143,180 pounds oat-meal.....	6,688 82	1 pair draught collars.....	7 50
1,811,041 pounds bran.....	7,106 37	6,000 nursery stock.....	71 15
283,716 pounds middlings.....	1,995 26	2,400 barrels potash.....	133 00
1,113,150 pounds shorts.....	5,165 75	29 barrels pearlash.....	849 70
274,592 bushels wheat.....	309,378 92	7 dozen photographs.....	14 00
173,065 bushels oats.....	15,853 30	Dredges.....	6,355 00
1,725,635 bushels barley.....	354,515 52	175 tons ashes.....	90 20
65 bushels rye.....	40 00	25 kegs soda.....	137 50
173,065 bushels peas.....	129,035 75	1,000 feet wire.....	31 50
241 bushels beans.....	231 65	3 coils galvanized wire.....	21 37
2,137 bushels grass seed.....	1,541 30	14 dulcimore frames.....	7 18
200 barrels flaxseed.....	1,382 00	119 dozen kid gloves.....	1,376 50
542 pounds garden seed.....	117 36	Dry goods.....	2,094 37
5,902 barrels apples.....	8,501 08	630 yards carpeting.....	14 01
7 pounds apples, dried.....	63	Household goods.....	4,185 24
1 box peaches.....	4 00	77 pairs boots and shoes.....	109 80
2 barrels currants.....	26 91	10 barrels cement.....	12 50
150 boxes lemons.....	605 00	Coils ropes and twine.....	518 14
7 barrels potatoes.....	15 00	375 bags.....	122 50
2 barrels onions.....	6 25	50,000 brick.....	479 53
57,589 dozen eggs.....	9,921 33	15,611 hides and skins.....	8,219 09
131,183 pounds cheese.....	7,265 00	2,199 scrap leather.....	216 64
134,031 pounds butter.....	21,312 70	628,579 pounds scrap iron.....	6,659 26
156,898 pounds lard.....	13,980 37	20 thousand stone.....	41 00
922,008 pounds pork.....	69,692 24	1,777,288 feet timber.....	14,025 83
746,948 pounds beef.....	21,679 36	11,800,316 feet lumber.....	116,819 92
3,362 pounds marrow.....	504 30	40 cords slabs.....	20 00
450,393 pounds wool.....	152,128 48	3,441 cords wood.....	6,218 38
7,622 pounds flock.....	611 00	2,100 poles.....	84 00
138,436 pounds flax.....	15,097 89	241 cords cedar posts.....	555 08
4,762 pounds rags.....	115 00	1,650 cords railroad ties.....	308 93
4,137 pounds waste paper.....	175 82	1 spar.....	77 00
6,127 pounds hops.....	1,672 23	1 mast.....	15 50
104 pounds hop roots.....	118 74	104,200 bundles lath.....	915 03
3,000 bushels malt.....	2,152 52	3,408 bundles shingles.....	6,909 76
54 barrels ale.....	220 52	11,250 pickets.....	75 81
6 barrels mineral water.....	57 40	33,540 staves.....	130 00
1,895 barrels cider.....	168 14	1,482 cords stave bolts.....	3,683 18
309 gallons brandy and wine.....	694 49	30,000 barrel hoops.....	107 00
2,304 gallons vinegar.....	382 56	15,500 knitting hooks.....	232 50
2,525 gallons petroleum oil.....	392 50	6,271 cattle.....	158,014 33
7,650 pounds bones.....	67 53	327 horses.....	33,184 44
600 pounds glue.....	12 00	24,540 sheep and lambs.....	54,517 16
12 pounds feathers.....	6 00	2,523 pigs.....	10,554 27
2 cases paintings.....	42 00	4,980 poultry, live.....	1,604 25
1 clock.....	25 00	10 boxes poultry, dressed.....	233 67
2 plows.....	35 00	19 deer.....	90 17
Machinery and jewelry.....	11,444 63	1 dog.....	2 00
1 piano.....	75 00		
2 trunks.....	12 00	Total.....	1,938,279 24

Annual return of goods imported into Canada at the port of Clifton, Ontario, during the year ended June 30, 1867.

Quantity and description.	Value.	Quantity and description.	Value.
204 gallons wine	\$519	Manufactures of gutta-percha, or India-rubber, or caoutchoua.	\$32
41 gallons oil naphtha	7	Manufactures of gold, silver, and plated ware.	407
2,449½ gallons oil petroleum ..	796	Manufactures of brass or copper	418
30 gallons brandy	75	Manufactures of leather or imitation leather.	28
114½ gallons gin	60	Manufactures boots and shoes.	39
53 gallons vinegar	8	Manufactures harness and saddlery.	150
30 gallons ale and porter	9	Manufactures of wood	680
1,905,502 pounds sugar	86,064	Musical instruments and clocks	475
100 pounds cane juice	5	Machinery not elsewhere mentioned.	6,855
3,760 pounds tea	1,684	Oil-cloths	20
65 pounds confectionery	14	443 gallons oils not otherwise specified.	407
562 pounds soap	32	Paints and colors	211
2,944 pounds starch	203	Paper	67
35 pounds tobacco, fine-cut ..	11	Paper hangings	5,578
5-10 million cigars	21	Parasols and umbrellas	3
151 pounds butter	31	Plaster of Paris and hydraulic cement.	79
705½ pounds cheese	86	Pickles and sauces	2
2,110 pounds lard and tallow ..	201	Preserved meats, fish, and vegetables.	34
9,821 pounds fish, salted or smoked.	627	Printed, lithographed, or copper plate bills.	34,000
2½ barrels flour, wheat and rye	12	Shawls	14
21,504 pounds flour and meal of other kinds.	233	Silks, satins, and velvets	88
49 bushels grain of all kinds except wheat.	29	44½ gallons spirits of turpentine.	24
5,352 pounds meats, fresh, salted, or smoked.	562	Stationery	84
Packages	5,133	Small wares	334
Patent medicines	47	Toys	55
Bagatelle boards, and billiard tables, and furnishings.	3	Varnish other than black and bright.	20
Blacking	3	Woolens	210
Brooms and brushes	20	Iron—bar, rod, or hoop	2
Furniture	259	Steel—wrought or cast	248
62 pounds candles	26	Zinc, or spelter in sheet	9
Carriages	947	Unenumerated articles	29,102
Coach and harness furniture ..	70	Animals of all kinds	1,290
Crockery	50	Articles for the use of foreign consuls.	895
Clocks	301	Bark, berries, nuts, and vegetables, woods, and drugs used chiefly in dyeing.	172
Clothing	438	Books printed, periodicals and pamphlets not elsewhere specified.	17,857
Corks	136	110 pounds butter, under old tariff.	25
Cottons	323	721 pounds cheese, under old tariff.	94
20,796 pounds dried fruits and nuts.	840	250 tons coal and coke	1,620
Drugs	227	Cotton and flax waste	1,494
Engravings and prints	20	Cotton and wool waste	25,353
Fancy goods	753	140 dozen eggs	27
Foreign newspapers	12,202	Flax, hemp, and tow, undressed	9
Fire-works	11	Fire-arms	440
Glass	2	Fish, fresh	15,371
Glass-ware	1,295		
Hats, caps, and bonnets	1		
Iron and hardware	82		
Nails, tacks, brads	8		
Stoves and iron castings	406		
Other hardware	1,467		
Jewelry and watches	115		
Lumber	18		
Leather	11		
Leather, sheep, calf, goat, and chamois skins, dressed.	40		
Manufactures of marble, or imitations of marble.	132		

Annual return of goods, &c.—Continued.

Quantity and description.	Value.	Quantity and description.	Value.
Fish, salted, under old tariff ..	\$14	4,035 gallons oils, cocoanut,	\$344
992 gallons fish oil, under old tariff.	945	pine, and palm, in natural state.	
Fruit, green, under old tariff..	2, 013	223 gallons oil of whale, crude.	203
5 bushels oats, under old tariff.	2	6 barrels resin and rosin.....	39
40 bushels Indian corn, under old tariff.	23	Sal amoniac, sal soda, soda ash, caustic soda.	652
79 barrels meal of different grains.	177	389 bushels salt	161
Grease and scraps	89	Specimens of natural history..	10
Hides, horns, and pelts	40, 351	Slate.....	332
Iron wire, nail, and spike rod..	54	Stone unwrought and lithographic stone.	331
Iron—bar, rod, and hoop.....	68	Steel wrought or cast.....	6, 010
271 pounds lard, under old tariff.	39	Teasels	4
Machine silk twist and machine linen thread.	148	Timber and lumber of mahogany, rosewood, walnut, chestnut, and cherry.	22
Manila grass, sea grass, and mosses for upholstery purposes.	27	Trees, plants, shrubs, bulbs, and roots.	997
Marble in blocks or slabs, unpolished.	62	2,911 pounds tobacco, unmanufactured.	289
Meats—fresh, smoked, and salted, from British North American provinces only, under old tariff.	1, 021	Vegetables	369
Medical roots	5	2 bushels wheat.....	3
Mill and factory machinery of all kinds.	5, 379	8,139 pounds wool.....	774
		Coin and bullion	5, 357, 910
		Total imports.....	5, 646, 307

During the past year little has occurred in this country that is worthy of special notice here. The event considered by citizens of the provinces as the great act of the year 1867 is the confederation of the most important of the British North American provinces into the union of one general provincial government, known and styled the "Dominion of Canada." Comprised in this union, which went into effect on the first day of July last, are the provinces formerly known as Upper Canada, Lower Canada, Nova Scotia, and New Brunswick. Under the union these provinces are termed, respectively, Ontario, Quebec, Nova Scotia, and New Brunswick.

DECEMBER, 31, 1866.

Statement showing the description and value of the exports produced at Clifton and bound to the United States during the several quarters of the year ended September 30, 1867, compiled from official invoices.

Description.	Value, including costs and charges.
Hides and pelts	\$980 18
Furs	420 41
Flax	2,000 00
Wool	62,580 18
Butter and eggs	14,015 21
Shingles, staves, lumber, and timber	6,531 95
Barley, wheat, flour, oats, and meal	106,567 33
Household goods	1,510 55
Cattle, sheep, swine, and horses	79,946 31
Sundries	10,746 98
Total	285,299 10
Total for quarter ended March 31, 1867	136,693 11
Total for quarter ended June 30, 1867	62,215 03
Total for quarter ended September 30, 1867	31,516 72
Grand total	515,723 96

HAMILTON, C. W.—J. B. JONES, *Consular Agent.*

SEPTEMBER, 30, 1867.

Statement showing the description and value of the exports produced at this port and bound to the United States during the several quarters of the year ended September 30, 1867, compiled from official invoices.

Description.	Value, including costs and charges.
Barley	\$410,832 53
Lumber and shingles	31,749 89
Sheep and lambs	1,566 56
Wool and woollen goods	15,682 37
Household goods and effects	6,100 60
Beef, beef in pickle, and pork	24,249 40
Apples	4,173 39
Cotton rags	4,062 98
Butter and eggs	5,041 74
Wheat, barley, and peas	188,902 04
Oatmeal	3,294 25
Peas and barley	65,654 91
Barley, bran, wine, clothing, and oats	33,998 93
Flour	55,478 56
Flax seed	1,382 00
Oats	3,783 45
Sewing machines	2,579 02
Sundries	6,383 86
Scrap iron, steel, paper, and old copper	1,798 76
Total for quarter ended December 31, 1866	866,715 24
Total for quarter ended March 31, 1867	307,546 50
Total for quarter ended June 30, 1867	287,585 64
Total for quarter ended September 30, 1867	266,206 79
Grand total	1,728,054 17

ST. CATHARINES, C. W.—D. C. HAYNES, *Consular Agent*.

SEPTEMBER 30, 1867.

Statement showing the description and value of the exports from this port produced in Canada and sent to the United States during the several quarters of the year ended September 30, 1867, compiled from official invoices.

Description.	Value, including costs and charges.
Barley and wheat.....	\$56,189 23
Mill feed.....	15,145 85
Grain.....	15,237 04
Lumber and shingles.....	11,039 45
Household goods.....	1,509 00
Bran and shorts.....	644 84
Scrap iron.....	430 60
Grass seed and seed.....	479 18
Flour.....	2,548 00
Apples.....	1,579 70
Pickled sheepskins.....	200 75
Sheep and lambs.....	191 00
Kid gloves.....	704 50
Pelts.....	220 75
Sundries.....	514 09
Total.....	106,633 98
Total for quarter ended March 31, 1867.....	13,820 94
Total for quarter ended June 30, 1867.....	15,809 16
Total for quarter ended September 30, 1867.....	21,635 96
Total for year.....	157,960 04

CHIPPEWA, C. W.—J. C. KIRKPATRICK, *Consular Agent*.

DECEMBER 31, 1866.

Statement showing the description and value of the exports from the Chippewa agency, produced in Canada and bound to the United States during the several quarters of the year ended September 30, 1867, compiled from official invoices.

Description.	Value, including costs and charges.
Cord wood, slabs, pigs, and mixed wood.....	\$2,419 50
Wheat, barley, flaxseed, and oats.....	7,820 10
Pine poles, oak, and round oak timber.....	5,592 93
Pine poles, logs, and common timber.....	2,478 59
Household goods, furniture, and butter.....	3,367 66
Apples, scrap iron, butter, and eggs.....	1,192 51
Total.....	22,871 29
Total for quarter ended March 31, 1867.....	62 00
Total for quarter ended June 30, 1867.....	17,785 00
Total for quarter ended September 30, 1867.....	14,249 32
Total for the year.....	54,967 61

SALT MANUFACTURE.

GODERICH, (CANADA,) *January 2, 1868.*

Among the new enterprises which have been undertaken in Canada there are few which hold out better assurances of success than the salt manufacture of Goderich. In fact, success of a most substantial and gratifying kind has already been obtained. A year's operation has demonstrated that there is a permanent supply of brine, and has further proved that the salt made from it is unsurpassed in purity and strength. Another very important feature, too, is the pecuniary profit resulting from the enterprise, and in this respect nothing is left to be desired.

As yet but one well is in operation, the property of the Goderich Salt Company. The well was commenced in hopes of finding petroleum, but happily disappointed its proprietors by yielding salt water instead of oil. The brine was "struck" in September, 1866, and the manufacture of the salt in the succeeding November. At first, continuous pumping for six or eight hours sensibly affected the quality of the brine, reducing its strength very materially. Now, eighteen hours' pumping, at the rate of from 800 to 1,000 gallons per hour, does not produce any appreciable diminution of the saline impregnation of the water. The brine ranges from 90 to over 100 per cent. by the salometer, never falling below 90 under the longest-continued trials. At 90 per cent. each gallon produces two and one-fourth pounds of salt, and at 100 the yield is two and one-half pounds per gallon.

From the time that work was commenced, in November, 1866, till July, 1867, there was but one "block" in operation. A block is two rows of kettles, set in arches, for evaporating the brine, together with the tanks, bins, and other apparatus necessary for the manufacture. Each of the two blocks in operation at the well of the Goderich Salt Company is composed of 52 kettles, disposed in two rows of 26 kettles each. Each kettle is of the capacity of 140 gallons, and will manufacture nearly a barrel of salt in 24 hours. The 104 kettles now in operation produce from 90 to 100 barrels of salt per day, the product depending to a considerable extent on the condition of the atmosphere as to humidity and temperature. When the temperature is very low the power of the furnaces is tested much more severely than on a warm day. For this reason a good close building promotes economy of manufacture, preventing the waste of caloric. I may say here that the erection of a salt block is neither a very difficult nor an inordinately expensive undertaking. The buildings required are the derrick to contain the machinery and engine for boring the well, and afterwards the pump, several large tanks for receiving the brine, and the building to enclose the arches, the bins, &c. The tanks are made of plank, strongly bound with timbers, and are situated outside of the building enclosing the other works. They are placed at such an elevation that the brine distributes itself through wooden pipes, similar to pump logs, to the kettles in the block. The tanks at this well are of the capacity of 44,000 gallons, and are used merely for receiving the brine preparatory to its manufacture in the kettles, not being of such extent as to allow of solar evaporation to any considerable extent. The main building is 120 by 60 feet, and encloses the arches and 20 bins for storing the salt and allowing it to drain thoroughly. This is all that is necessary in the way of building, and the whole cost, at Goderich, of sinking the well, procuring the machinery, and erecting the buildings, is from \$10,000 to \$12,000. A heavy item is the boring of the well, which costs from \$1 75 to \$2 50 per foot. The well now in operation is 1,020 feet deep, and the new one which has just been put down is 1,108 feet deep, so that from 1,000 to 1,200 feet may be assumed as the probable depth to which each of the companies started here will have to sink their wells. The well at Clinton, I am told, is about 1,200 feet deep, so that the brine in that

locality is found at a slightly greater distance from the surface than in this place. I have not seen the Clinton brine, and cannot, consequently, speak of its quality, but that of the Goderich company's well here is as pure and clear as possible. No spring water is more perfectly transparent and colorless than this brine, and, as before stated, the salt is perfectly white and clear. It has also been found that in antiseptic properties the salt is not inferior to any now in use.

As may be supposed, the success that has crowned the efforts of the company now in operation has excited several others to commence boring. Half a dozen other derricks have been erected, and boring commenced on a number of lots. The Dominion, Ontario, McKidd, Kirkpatrick, and Dancy are the names of new companies which have commenced operations. Nor need we wonder at this when the Goderich company has earned the handsome dividend of 75 per cent. in the past year. A dividend of 50 per cent. in cash has been earned, besides 25 per cent. invested in new permanent works. The quantity of salt sold has been about 15,000 barrels, at \$1 65 per barrel wholesale, \$1 75 retail, and \$1 50 in bags. The cost of the manufacture is nearly \$1 per barrel, including 29 cents for the barrel. It cannot be expected that these prices will be maintained when the manufacture has become more extended. The whole consumption for the late province of Canada for the year ending June, 1867, was about 341,000 barrels, and this quantity could be supplied by 11 or 12 wells of the capacity of the one now in operation. But the whole market in Canada is by no means available for the Goderich salt manufacturers, the cost of freight eastward being such as to prevent the trade extending over the whole country. Under existing circumstances probably no more than the wells now commenced could do a profitable business, but the growth of the country will extend the home market. Could the western market be opened to this staple the demand would be found extensive enough, as the freight to Chicago would be found merely nominal. Should another reciprocity treaty be negotiated the "salt men" of Goderich and Clinton would be very materially benefited by salt being put on the free list. Should the present anticipations in reference to the manufacture of salt here be realized the matter will be of sufficient importance to require the consideration of our government.

PARIS, C. W.—JOHN B. JONES, *Consular Agent*.

Statement showing the description and value of products of Canada exported to the United States from Paris, C. W., for the six months ended September 30, 1867.

Household effects	\$913 00
6,303 barrels flour	47,804 25
648,040 pounds bran	2,843 99
2,160 dozen eggs and 531 $\frac{3}{4}$ bushels oats	260 03 $\frac{1}{2}$
572 dozen eggs and 272 pounds oats, 145 bran	66 72
123 barrels apples	246 00
701 bushels peas	439 88
381 head cattle	11,586 00
100 barrels oatmeal	450 00
6,518 $\frac{1}{2}$ bushels barley	4,030 46
34,570 $\frac{1}{2}$ dozen eggs	3,287 72
1 mare	125 00
2 horses, 4 cows and household effects	266 50
250 gallons whiskey	127 10
124 head cattle and 41 hogs	3,076 00
374 $\frac{1}{2}$ dozen eggs and 1 $\frac{1}{2}$ bushels onions	40 48
331,000 pounds mill-feed	1,507 81
144,678 feet lumber	785 60
4,460 pounds hop-roots	75 00
34 head cattle, 103 sheep	1,583 75

2 horses, harness, and 15 sheep	\$215 00
2 horses, 1 wagon, and 1 cross-cut saw	192 00
450 dozen eggs and 46 pounds butter	50 98
8 boxes household effects, 10 barrels flour, and 34 bags potatoes	220 00
49,540 barrel staves	453 80
1,400 bushels wheat	2,730 00
25,000 pounds bran and 14,750 pounds middlings	167 50
13,000 pounds black dust	13 00
1,333 calfskins	883 40
322,370 bushels potatoes and 43 $\frac{2}{3}$ bushels wheat	140 35
1,069 bushels potatoes	400 99
1,628 dozen eggs and 463 bushels barley	408 04
3,000 feet lumber and 45,000 shingles	111 00
280 bushels peas and 100 bushels barley	224 00
375 dozen eggs and 10 $\frac{7}{8}$ bushels beans	48 45
3 $\frac{3}{4}$ tons shorts and 6 $\frac{3}{4}$ tons bran	140 25
375 dozen eggs and 10 barrels white beans	46 50
4 tons shorts and 6 $\frac{1}{2}$ tons middlings	97 00
1,361 pounds castings	108 88
1,062 dozen eggs and 100 pounds oatmeal	87 46
Total	86,253 89 $\frac{1}{2}$
Total for quarter ended September 30, 1867	43,456 36 $\frac{1}{2}$
Total for six months	129,710 26

GOODERICH, C. W.—THOMAS ALLCOCK, *Consul*.

Statement showing the description, quantity and value of exports from Goderich, produced in Canada and sent to the United States, for the six months ended September 30, 1867. Compiled from official invoice book.

100,912 $\frac{1}{2}$ dozen eggs	\$9,080 88
452 dozen eggs and 200 pounds butter	69 72
935 dozen eggs and 5 bushels oats	79 48
144,751 $\frac{4}{5}$ bushels of wheat	270,573 19
5,640 $\frac{1}{2}$ bushels of barley	3,101 70
30,450 staves	253 75
530 head of cattle	12,406 13
103 head of cattle and 175 hogs	3,340 75
238 cords tan bark	752 50
4,890 pounds of butter	718 00
561,583 feet of ash, cherry, butternut and pine lumber	5,522 78
330 pigs	825 00
12 cows, 54 hogs, and 1 pony	579 60
40 cattle, 41 sheep, and 2 lambs	1,068 00
199 skins	164 90
5,409 bushels peas	3,594 00
16 head cattle and 5 horses	771 00
350 bushels wheat and 350 bushels peas	962 50
276 $\frac{2}{3}$ bushels grass seed and 121 bushels peas	487 35
Household furniture in use	320 00
496 barrels flour and 1 barrel shorts	4 146 00
58,190 pounds scrap iron	590 00
4 horses, 1 wagon, and bedding	300 00
20 tons bran and 20 tons mill feed	385 00
Sundries	731 10
Total	320,823 33

For the following articles no valuation given :

35,000 feet ash, cherry, and butternut lumber
3,150 bushels peas
15,806 $\frac{1}{2}$ dozen eggs
60 cords tan bark

23,000 staves	
10 tons bran	
620 pounds hams	
9 sheep	
12,082 $\frac{3}{8}$ bushels wheat	
4 boxes household effects and tools	
Total for quarter ended September 30, 1867	\$33,998 76
Total for six months	354,822 09

FORT ERIE, ONTARIO—F. U. BLAKE, *Consul*.

SEPTEMBER 30, 1867.

In presenting my third annual report I submit—

No. 1.—*Abstract of invoices of merchandise exported to the United States from the consular district of Fort Erie for the year ended September 30, 1867.*

Quantity and description.	Value.	Quantity and description.	Value.
251 horses	\$19,165 50	2,426,121 staves	\$40,485 18
7,595 cattle	181,896 39	8,622 cords stave bolts, pail bolts, and shingle bolts	40,974 24
25,000 sheep and lambs	31,858 85	2,386,676 feet lath	3,216 85
2,524 swine	8,314 90	766,700 hoops	3,773 50
Poultry	1,655 62	23,834 $\frac{1}{2}$ cords cord wood	42,513 75
41,153 $\frac{1}{2}$ dozen eggs	4,357 33	13,884 railroad ties	2,170 05
133,772 pounds butter	20,182 73	5,272,071 shingles	10,968 87
10,463 pounds pork	507 60	475 ship knees	177 37
375 pounds beef	16 87	500 scythe sticks	29 00
200 pounds fish	7 00	120,000 brick	390 00
65 pounds cheese	5 25	17 carriages	584 00
1,666 $\frac{1}{2}$ barrels fruit	3,375 91	13 harness	166 00
8,927 barrels flour	62,621 55	Household effects	7,656 92
714 barrels buckwheat flour	1,752 11	15,326 sheep skins	6,210 29
332 $\frac{1}{2}$ barrels oat-meal	715 00	13,866 pounds glue stock	431 07
828,432 bushels barley	416,601 58	245 pounds dye stuff	196 00
233,569 bushels wheat	338,062 27	81 gallons oil	96 00
130,748 bushels peas	86,718 36	8 bales flax	258 00
57,898 $\frac{1}{2}$ bushels oats	15,881 36	19 bales wool	900 00
76 bushels rye	40 80	10,700 pounds tow	377 00
20 bushels corn	16 00	14,325 pounds junk and rags	695 87
323 bushels beans	289 40	Groceries, dry goods, &c.	747 82
352 $\frac{1}{2}$ bushels seeds	807 05	1,952,038 pounds scrap iron	20,976 84
895 $\frac{1}{2}$ bushels flaxseed	1,737 12	437 tons leached ashes	124 00
Vegetables	2,830 42	2,923,058 pounds rock plaster	4,827 57
575 tons mill feed	6,406 20	95 tons gypsum, unground	237 00
132 $\frac{1}{2}$ tons hay	797 50	Machinery	1,896 00
27,722,253 feet lumber	215,047 75	Empty carboys	796 00
4,526,801 feet timber	68,903 62	234,158 feet square oak and pine timber	14,161 41
45 piles	33 75	Total	1,766,148 71
15,854,692 feet logs	67,880 47		
16 cords posts	200 00		
2,272 posts	1,425 85		

I enclose, also, a report courteously furnished by order of R. Graham, esq., collector of this port, viz :

No. 2.—*General statement of exports; being a detailed account of the principal articles of Canadian produce and manufacture shipped during the year ended September 30, 1867, showing the quantity and value of each article shipped at Fort Erie and exported to the United States.*

Quantity and description.	Value.	Quantity and description.	Value.
60 hundred weight iron ore...	\$120	200,375 bushels barley.....	\$104,505
204 hundred weight scrap iron.	3,467	17,228 bushels oats.....	5,130
Fresh fish.....	1,648	16,150 bushels peas.....	11,291
191 thousand oak timber.....	4,401	553 tons bran.....	5,460
284 thousand white pine.....	3,296	30 tons flax.....	500
58 thousand red pine.....	419	2,775 bushels flaxseed.....	6,400
280 thousand tamarack.....	2,528	10,344 barrels flour.....	68,816
29 thousand walnut.....	639	Fruit.....	1,588
835 thousand oak staves.....	9,785	17 bushels corn.....	10
6,460 thousand plank, (sawed)	49,811	939 bushels other seeds.....	1,509
215 thousand lath.....	488	157 bushels beans.....	407
16 thousand shingles.....	42	Vegetables.....	1,364
2,966 cords firewood.....	7,969	Books.....	44
Other wood.....	12,898	Hardware.....	219
2,000 railroad ties.....	811	4 carriages.....	192
238 horses.....	18,275	Cottons.....	89
7,251 horned cattle.....	159,684	Machinery.....	1,490
2,166 swine.....	6,087	Furs.....	126
12,913 sheep.....	24,924	Leather.....	105
Poultry.....	1,455	Wood, (manufactured).....	335
51 hundred weight beef.....	360	Woollens.....	11
114,623 pounds butter.....	17,623	476 gallons beer, cider, &c....	61
77,059 dozen eggs.....	18,183	151 gallons spirits.....	314
29 hundred weight pork.....	201	Glue.....	153
6,680 sheep pelts.....	3,099	Household goods.....	12,282
1,123 pounds wool.....	450	Various goods.....	2,886
30 hundred weight hides.....	150		
317,182 bushels wheat.....	488,564	Total.....	1,062,664

Value of goods imported and entered at the port of Fort Erie from October 1, 1866, to the 30th September, 1867.

Articles.	Value.	Duty.
Free goods.....	\$17,474	
Dutiable goods.....	15,097	
Total.....	32,571	\$4,020

No. 3.—*Comparative statement of the value of the exports of the domestic produce and manufactures, the value of goods entered for consumption, and the amount of duties collected at the port of Fort Erie, the way ports upon the Grand Trunk railroad and ports on Lake Erie, for the fiscal years ending respectively on the 30th of June 1864, 1865, 1866, and 1867.*

	1864.			1865.		
	Exports.	Imports.	Duty.	Exports.	Imports.	Duty.
Way ports—						
Colborne	\$14, 310	\$16, 243	\$1, 561	\$15, 016	\$21, 643	\$941
Dunville	180, 583	34, 520	1, 020	167, 521	66, 084	1, 184
Brantford	315, 774	151, 613	18, 991	270, 975	131, 024	16, 430
Port of clearance—						
Fort Erie	461, 797	125, 038	10, 278	593, 054	140, 637	12, 704
Lake ports—						
Burwell	179, 249	13, 160	1, 120	202, 943	14, 423	2, 318
Rowan	195, 967	29, 563	1, 207	246, 658	24, 012	589
Dover	244, 326	42, 266	7, 086	148, 086	33, 690	4, 492
Stanley	319, 103	41, 789	780	217, 349	42, 527	722
Total						
	1866.			1867.		
Way ports—						
Colborne	\$36, 619	\$68, 141	\$1, 076	\$24, 748	\$44, 263	\$711
Dunville	380, 413	76, 940	628	249, 152	29, 521	1, 614
Brantford	326, 445	149, 078	19, 531	110, 922	197, 752	23, 318
Port of clearance—						
Fort Erie	823, 281	74, 915	6, 176	1, 053, 546	44, 731	4, 030
Lake ports—						
Burwell	266, 268	11, 652	2, 059	190, 779	8, 505	2, 892
Rowan	244, 441	26, 673	746	225, 562	17, 159	15, 552
Dover	346, 231	29, 297	5, 453	249, 812	23, 274	3, 698
Stanley	503, 704	32, 110	4, 047	351, 666	46, 392	1, 091
Total				2, 557, 197		

No. 4.—*Summary statement of the Welland canal, showing the total quantity of each description of property passing on and through the same during the fiscal year ended 30th June, 1867, and the amount of revenue collected thereon*

Articles.	Welland canal.	
	Tons.	Tolls.
Vessels of all kinds	993, 938	\$21, 229 10
Passengers	7, 173	664 23
FOREST.		
Produce of wood:		
Bark	21	2 28
Board and other sawed lumber	81, 513	13, 030 75
Cord wood	113, 206	3, 937 66
Staves (all kinds)	19, 950	2, 690 40
Timber and other wood	83, 535	9, 185 47
Total forest	298, 225	28, 846 56

No. 4.—*Summary statement, &c.*—Continued.

Articles.	Welland canal.	
	Tons.	Tolls.
FARM STOCK.		
Agriculture:		
Cattle, sheep, and hogs	6	\$1 08
Horses	254	62 58
Total farm stock	260	63 66
Produce of animals:		
Bacon and hams	117	\$29 30
Beef and pork	1,519	363 21
Butter and cheese	238	61 03
Hides and skins, (raw,) horns, hoofs, and bones	486	138 34
Lard, tallow, and beeswax	375	85 08
Wool	197	58 95
Total animal produce	2,932	735 91
Vegetable food:		
Barley, oats, rye, and other grain	10,201	\$1,499 83
Bran and ship stuff	2,798	230 42
Corn meal, oat meal, and oil meal	578	84 32
Corn	144,168	28,717 14
Flour	28,355	4,221 21
Onions, apples, and potatoes	1,702	299 97
Wheat	154,173	29,486 87
Total vegetable food	341,975	64,547 76
Other agricultural products:		
Seeds of all kinds	80	\$19 51
Hay, straw, and broom corn	189	46 20
Hemp and manilla	649	194 29
Raw cotton	63	14 23
Tobacco	127	31 76
Other articles not elsewhere described	11,160	2,650 99
Total agricultural produce	12,268	2,956 98
MANUFACTURES.		
Ashes (pot and pearl)	490	\$97 57
Biscuit and crackers		
Bricks, lime, and sand	1,071	154 78
Cement, water lime, and clay	3,717	717 03
Cider, beer, and vinegar	29	7 07
Domestic spirits and wines	655	155 23
Empty barrels	422	72 79
Earthen, stone, and glass ware	1,628	481 60
Railway iron	12,760	2,552 00
Scrap, pig, and broken castings	7,833	1,521 76
Spikes, nails, tin, and steel	3,261	853 32
Stoves and castings	2,672	666 85
Iron, not elsewhere described	8,140	1,958 10
Iron safes		
Oils	2,472	607 57
Oil cake and oil meal	1,062	265 39
Salt	46,791	9,232 45
Sugar and molasses	9,913	2,932 55
Vehicles and agricultural implements	651	193 23
Window glass	383	84 10
Total manufactures	103,950	22,553 39

No. 4.—*Summary statement, &c.*—Continued.

Articles.	Welland canal.	
	Tons.	Tolls.
MERCHANDISE.		
Coffee	104	\$31 05
Coal	100,948	19,762 85
Fish	4,961	238 15
Furniture and baggage	1,783	498 22
Gypsum	4,075	382 68
Marble, slate, and stone	8,068	1,816 67
Ores (all kinds)	25,844	1,579 07
Rags, junk, and oakum	375	93 36
All other merchandise not elsewhere described	10,528	5,283 13
Total merchandise	156,686	29,685 18
Grand total—(tonnage of vessels and passengers not included)	916,252	.....
Grand total tolls collected .....	.....	171,282 77

No. 5.—*Returns of the business of the Welland canal and locks, showing the net and gross tonnage and also the amount of tolls collected during the fiscal year ended June 30, 1867.*

Articles.	Rates of tolls levied up or down.	Tons.	Tolls.
CLASS No. 1.			
Steam vessels .....per ton..	\$0 02½	279,887	\$5,671 19
Sailing vessels.....do.....	01½	714,051	15,557 91
Total class No. 1.....		993,938	21,229 10
CLASS No. 2.			
Passengers, 21 years and over .....each....	10	} 7,173	\$664 23
Passengers under 21 years.....do.....	05		
CLASS No. 3.			
Barley.....per ton..	20	8,215	\$1,003 44
Bricks, lime and sand.....do.....	20	1,071	154 78
Cement, clay, and water lime.....do.....	20	3,717	717 03
Coal.....do.....	20	100,948	19,762 85
Corn.....do.....	20	144,168	28,717 14
Gypsum.....do.....	20	4,075	382 68
Ice.....do.....	20		
Iron—railway, pig, scrap, and broken castings.do.....	20	20,593	4,073 76
Manganesa and manures.....do.....	20	262	22 30
Ores of copper and lead.....do.....	20	1,886	377 20
Salt.....do.....	20	46,791	9,232 45
Slate and stone.....do.....	20	3,753	738 80
Wheat.....		154,173	29,486 87
Total class No. 3.....		489,652	94,742 30

No. 5.—Returns of the business of the Welland canal, &c.—Continued.

Articles.	Rates of tolls levied up or down.	Tons.	Tolls.
CLASS No. 4.			
Apples, onions, and vegetables.....per ton..	\$0 25	1,702	\$299 97
Ashes (pot and pearl).....do.....	25	490	97 57
Beef, bacon, hams, and pork.....do.....	25	1,636	392 51
Bones, horns, and hoofs.....do.....	25	2	38
Bran and ship stuff.....do.....	25	2,798	230 42
Broom corn and pressed hay.....do.....	25	189	46 20
Cattle, sheep, and hogs.....do.....	25	6	1 08
Cotton (raw).....do.....	25	63	14 23
Fish.....do.....	25	4,961	1,238 15
Flax, junk, and rags.....do.....	25	375	93 36
Flour.....do.....	25	28,355	4,229 26
Glass (window).....do.....	25	383	84 10
Horses.....do.....	25	254	62 58
Wrought iron, stoves, and castings.....do.....	25	10,812	2,624 95
Lard, lard and other oils, and tallow.....do.....	25	2,846	692 35
Meals (all kinds).....do.....	25	578	84 32
Marble.....do.....	25	4,315	1,077 87
Nails and spikes.....do.....	25	1,957	469 45
Rye, clover, grass and flax seeds.....do.....	25	2,066	515 90
Tobacco.....do.....	25	127	31 76
Agricultural products not elsewhere.....do.....	25	11,160	2,650 99
Total class No. 4.....		75,075	14,936 35
CLASS No. 5.			
Agricultural implements, carts and wagons.....per ton..	\$0 30	651	\$193 23
Baggage of settlers and furniture.....do.....	30	1,783	498 22
Beer, cider, and vinegar.....do.....	30	29	7 07
Beeswax, biscuit and crackers.....do.....	30	1	30
Butter, cheese, and copperas.....do.....	30	238	61 03
Coffee.....do.....	20	104	31 05
Crockery, glass, stone and earthenware.....do.....	30	1,628	481 60
Dyewood and dyestuffs.....do.....	30	162	47 70
Hides and skins (raw) and wool.....do.....	30	484	137 96
Hemp, manilla, oakum, and ship stores.....do.....	30	649	194 29
Mahogany.....do.....	30	14	4 20
Molasses and sugar.....do.....	30	9,913	2,932 55
Pitch, rosin, tar, and turpentine.....do.....	30	237	71 21
Steel and tin.....do.....	30	1,294	383 87
Soda ash and charcoal.....do.....	30	833	248 74
White lead and paints.....do.....	30	412	119 80
Whiting and chalk.....do.....	30	241	72 30
Whiskey, other spirits and wines.....do.....	30	655	155 23
Total class No. 5.....		19,328	5,640 35
CLASS No. 6.			
All goods and merchandise not elsewhere mentioned..	\$0 60	9,640	\$5,025 42
CLASS No. 7.			
Bark.....per ton..	\$0 20	21	\$2 28
Barrel hoops.....do.....		1,284	319 67

Returns of the business of the Welland canal and locks—Continued.

Articles.	Rates of tolls levied up or down.	Tons.	Tolls.
CLASS No. 7. —Continued.			
Barrels (empty)	\$0 02	\$422	\$72 79
Boat knees	05	160	19 74
Floats	1 40	2,556	64 09
Firewood in vessels	20	113,200	3,937 41
Firewood in raft	25	6	25
Masts and spars, in vessels	15	157	10 13
Masts and spars, in raft	20	439	59 36
Railway ties, in vessels	01	433	27 99
Railway ties, in raft	02	394	73 74
Boards and sawed timber, in vessels, per M feet, board measure.	30	81,379	13,008 18
Boards and sawed timber, in raft, per M feet, board measure.	60	134	22 57
Square timber, in vessels	3 00	26,620	4,978 77
Square timber, in raft	4 50	18,591	2,709 17
Wagon stuff, &c., partly manufactured wood, per 40 cubic feet.	40	1,009	358 90
Standard saw-logs	08	31,424	1,571 11
Staves and headings, barrel	40	4,163	201 06
Staves and headings, pipe	1 50	9,494	1,738 43
Staves and headings, West India	75	6,293	750 91
Shingles	06	143	90 32
Traverses	50	44	5 44
Hop-poles	2 00	233	28 00
Iron ore, through all or any part of the canals, per ton.	05	23,958	1,201 87
Total class No. 7	-----	322,597	30,233 18
Net totals freight and tolls	-----	895,164	171,282 77
Timber, &c., free	-----	21,088	-----
Wheat, corn, flour, iron, salt, and ore passed free ..	-----	17,008	-----
Gross total, (except vessels and passengers) ..	-----	933,260	-----

No. 7.—*Comparative statement of the tonnage of vessels and goods passed through and on the Welland canal for the fiscal years 1864, 1865, 1866, and 1867, ended 30th June, distinguishing the up and down trade.*

Property and vessels.	1864.	1865.	1866.	1867.
Tonnage of property up	310, 641	182, 920	264, 454	244, 681
Tonnage of property down	836, 081	685, 157	715, 764	688, 579
Total tonnage of property up and down	1, 146, 722	868, 077	980, 218	933, 260
Tonnage of vessels up	670, 457	568, 146	554, 551	503, 311
Tonnage of vessels down	662, 380	567, 660	522, 763	490, 627
Total tonnage of vessels up and down	1, 332, 837	1, 135, 806	1, 077, 314	993, 938
Grand total tonnage of vessels and property up and down	2, 479, 559	2, 003, 883	2, 057, 532	1, 927, 198

No. 8.—*Comparative statement of the total movement of property, passengers, and vessels on the Welland canal and locks for the fiscal year 1867, and three preceding years, ended 30th June.*

Goods, wares, and merchandise.	1864.	1865.	1866.	1867.
Farm stock	221	115	316	260
Forest	256, 613	283, 391	312, 312	298, 225
Manufactures	147, 595	82, 154	96, 265	103, 950
Merchandise	136, 442	104, 600	110, 204	156, 686
Vegetable food	580, 519	573, 054	439, 487	341, 975
Other agricultural products	25, 332	24, 794	21, 594	15, 156
Total tons	1, 146, 722	868, 078	980, 178	916, 252
Passengers, number	7, 698	7, 263	9, 387	7, 173
Number of vessels and boats of all kinds	7, 443	6, 347	6, 149	5, 405
Total tonnage of vessels and boats of all kinds	1, 332, 837	1, 135, 806	1, 077, 314	993, 938

Percentage of decrease of 1867 compared with 1866 is 6.53.*

Percentage of decrease of 1867 compared with 1864 is 20.10.

* This table of percentage applies to the first line of totals, showing the movement of property.

No. 9.—*Comparative statement of the gross revenue derived from all the canal tolls in Canada during the fiscal year ended 30th June, 1867.*

	Tolls.	
Welland canal		\$172, 486 93
St. Lawrence canals	\$69, 572 82	
Chambly canal and St. Ours lock	35, 089 88	
Burlington Bay canal	18, 904 54	
St. Ann's lock	7, 399 56	
Ottawa and Rideau canals and their locks	16, 189 97	
		147, 156 77
Total tolls, gross		319, 643 70
Refunded		1, 204 16
Total tolls collected		318, 439 54
Excess of gross revenue of Welland canal over all others		25, 330 16

PRESCOTT, ONTARIO—JAMES WELDON, *Consul*.

Statement showing the description, quantity, and value of the exports from Prescott to the United States for the year ended September 30, 1867.

Quantity and description.	Value.	Quantity and description.	Value.
1,470 gallons ale.....	\$488 00	15,623 pounds poultry.....	\$1,265 15
456,691 pounds butter.....	78,236 07	188 bushels potatoes.....	262 00
10,997 bushels barley.....	5,673 46	8,485 pounds pork.....	636 94
29,250 pounds bran.....	318 80	755 bushels peas.....	484 25
283 books.....	129 59	11,904 bushels rye.....	7,037 83
33,000 pounds B. W. flour....	111 29	215,032 pounds rags.....	5,290 00
400 bushels buckwheat.....	144 00	589 sheep.....	1,200 00
24 bushels beans.....	19 75	Settlers' effects.....	14,719 00
68,000 brick.....	771 20	1,324,500 staves.....	7,072 50
3,033 cattle.....	81,297 68	716 cords shingle bolts.....	1,758 00
1,308 bales curtain sticks....	177 50	2,201 sheep skins.....	920 40
20 yards cloth.....	19 49	8,586,500 shingles.....	20,350 85
7,024 pounds cattle hair.....	135 53	124 stoves.....	1,015 84
19,444 calf skins.....	15,886 39	12,669 telegraph poles.....	5,176 58
829 cords deal ends.....	1,420 20	69,163 feet square timber....	5,553 08
141,083 dozen eggs.....	15,585 19	4,300 bushels wheat.....	6,433 29
7,888 pounds flour.....	197 20	15,801 pounds wool.....	1,590 70
22,347 fur skins.....	15,366 50		
53,432 pounds flax.....	5,918 78	Total for year.....	2,924,520 03
5,496 fence pickets.....	32 87		
336 bushels grass seed.....	727 10	Total for quarter ended Dec.	
708 horses.....	52,081 27	31, 1866.....	\$840,292 68
709 hogs.....	3,171 20	Total for quarter ended M'ch	
10,000 pounds hops.....	2,500 00	31, 1867.....	385,490 38
619,581 hop-poles.....	12,547 30	Total for quarter ended June	
1,534,000 hoops.....	3,933 38	30, 1867.....	668,333 78
40,546 pounds iron.....	474 05	Total for quarter ended Sept.	
667 tons iron pyrites.....	1,509 00	30, 1867.....	1,030,403 19
155,910,616 feet lumber.....	2,513,601 40		
596 logs.....	897 40	Total for the statistical year..	2,924,520 03
10,005 pounds lead.....	278 11	Total value of imports for	
6,058,800 lath.....	6,790 91	same period.....	794,883 00
3 boxes machinery.....	70 00		
61,373 bushels oats.....	21,694 70	Excess of exports.....	2,129,637 03
31,435 pounds oat meal.....	1,548 29		

KINGSTON, ONTARIO—S. B. HANCE, *Consul*.

OCTOBER 21, 1867.

I have the honor to transmit herewith my annual report of commerce for the statistical year ended September 30, 1867.

When I forwarded my last annual report in January of this year, in which the last quarter of 1866 was included, I took occasion to remark at some length on the various subjects engaging my attention here, and since that date very little worthy of observation has occurred, except that the business of the consulate has steadily increased.

The harvest was unusually light, and transactions in grain have scarcely commenced, but what grain has found its way to the local markets is principally intended for the United States. Barley, extensively grown in this section, usually has been almost a complete failure, owing to the early rains, followed immediately by extraordinary drought; and the same result has followed in reference to almost every variety of spring grain. Fall grain, where sown, gave better results generally, but very little of this species of cereals have been cultivated within my district for a number of years past, in consequence of destruc-

tive insects of various kinds. Exports of cereals will, therefore, be very light as compared with last year.

As will be seen by my reports from this office, as well as from the different agencies, transmitted on the 5th instant, lumber continues to be the staple article of export, and in it I have to report a considerable increase to present date this season. Mill owners generally have enlarged the capacity of their mills, as well as their exertions in the forests, and I shall not be surprised if, by the close of navigation, one-third more lumber shall have left my consulate this year than in any previous year. Manufacturers have been somewhat discouraged, however, by the want of demand of all grades of lumber in the Albany and eastern markets, and, in consequence, a much larger quantity than usual may remain on the docks this side during the coming winter.

* * * * *

Cattle and horses go forward in rather limited numbers, and range in prices here from \$65 to \$125 for horses and from \$18 to \$30 for cows. Produce, except butter, which is lower, ranges about as last year. Potatoes are higher, owing to scarcity.

Emigration among small farmers and laborers still continues, the facilities afforded by the regulations admitting household goods of emigrants free of duty acting as a stimulant. The duty imposed on emigrants' live-stock, however, occasions some loss to them as well as discouragement to go forward, many being too poor to pay the duty and unable to sell to advantage. Mechanics are, therefore, more frequent emigrants than farmers.

A new enterprise has sprung up within my district, in consequence of the discovery of gold, made about 10 months ago. During the spring more than 40 shafts have been sunk, one of which, at least, is proving very rich. From this shaft some 400 tons of ore have been excavated and now awaits the erection of a crusher, which is to be completed in a few weeks. It will then be known beyond a doubt what the real value of the discovery amounts to; but, from personal inspection of the country, I am able to give it as my opinion that a rich auriferous deposit exists here, not alone in gold, but in silver, copper, galena, and iron, (magnetic and hematite,) as well as other minerals.

The iron is being largely exported to Pittsburg, Pennsylvania, and American capital is chiefly employed in the enterprise. For particulars in regard to this matter I refer you to the report of the Cobourg agency, Toronto district.

All of which is most respectfully submitted.

KINGSTON, C. W.—S. B. HANCE, *Consul*.

SEPTEMBER 30, 1867.

A consolidated statement showing the description, quantity, and value of the exports from this consular district to the United States for the several quarters of the consular year ended September 30, 1867.

Quantity and description.	Value.
106,559,207 feet lumber.....	} \$1, 029, 269 82
18,878,265 pieces lath.....	
5,735,000 shingles.....	
1,788 pieces timber.....	
56,661 cubic feet timber.....	} 2, 471 50
24,117 saw logs.....	
1,466 floats.....	
7,162 cords stave bolts.....	
	27, 538 67
	16, 312 95

Consolidated statement, &c.—Continued.

Quantity and description.	Value.
4,380 cords shingle bolts	\$13,274 25
1,087 cords cedar bolts	3,211 10
1,535 cords cedar posts	2,853 95
399 cords wood	919 60
2,060,875 headings	5,108 81
541,114 hop-poles	17,866 63
425,417 pickets	2,295 11
299,000 hoops	731 00
102,720 railroad ties	15,393 20
73,000 West India staves	1,460 00
1,793 telegraph poles	613 40
3,761 cedar posts	234 22
1,101 pieces cedar timber	550 50
3,600 calf skins	} 11,489 96
1,714 sheep skins	
1,585 fur skins	
54 beef hides	179 76
1 hippopotamus skin	1,000 00
248 horses	23,948 13
2,540 cattle	75,946 04
640,748 bushels barley	394,181 74
399,440 bushels rye	254,146 13
170,539 bushels wheat	254,277 37
88,119 bushels peas	66,719 43
81,641 bushels oats	36,302 64
7,821 bushels buckwheat	3,416 62
3,966 bushels potatoes	1,874 83
131 bushels beans	138 70
1,034 barrels flour	6,415 75
199 barrels buckwheat	818 90
100 barrels oatmeal	460 00
38 barrels fish	228 00
46,848 dozen eggs	4,076 54
988,794 pounds scrap iron	9,838 87
295,971 pounds steel springs	22,584 95
166,355 pounds butter	24,955 91
79,552 pounds barley and rye offal	578 30
28,538 pounds spring steel	1,147 99
14,907 pounds hops	3,974 75
7,864 pounds old junk	225 92
2,500 pounds poultry	164 62
271 sets steel axes	895 45
5,486 tons iron ore	11,773 75
257 tons bran and shorts	2,677 50
177 boxes garden seeds	193 00
Emigrant's effects	15,558 65
Wire rigging	6,846 94
1 piano	500 00
Sundries, machinery, &c	11,115 72
Total	2,388,762 57
Of which the exports for the quarters ended—	
1st quarter, December 31, 1866, are	\$1,121,585 45
2d quarter, March 31, 1867, are	157,224 75
3d quarter, June 30, 1867, are	542,733 70
4th quarter, September 30, 1867, are	567,218 67
Total	2,388,762 57

NAPANEE—HUGH RALSTON, *Consular Agent.*

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from this port, produced here and bound to the United States, during the several quarters of the year ended September 30, 1867, compiled from consular returns.

Quantity and description.	Value, including costs and charges.
204,524 bushels barley.....	\$123,725 86
5,149,354 feet lumber, laths, shingles, hoop-poles, and culls.....	35,638 79
58,372 bushels wheat, barley, and rye.....	36,056 85
76,543 bushels rye.....	48,263 75
115½ pounds butter.....	19 64
50 dozen sheep pelts.....	100 00
2,700 bushels wheat.....	3,695 00
Total for quarter ended December 31, 1866.....	245,499 89
Total for quarter ended March 31, 1867.....	23,635 02
Total for quarter ended June 30, 1867.....	116,060 27
Total for quarter ended September 30, 1867.....	99,607 59
Grand total.....	484,802 77

GAUANOQUE—E. E. ABBOTT, *Consular Agent.*

Statement showing the description and value of exports from Gauanoque to the United States for the quarter ended December 31, 1866, compiled from official invoices.

Description.	Value, including costs and charges.
Carriages and springs and axles.....	\$9,027 95
Lumber.....	350 00
Butter.....	797 64
Cattle and horses.....	526 00
Buckwheat flour.....	595 00
Garden seeds.....	75 00
Household goods.....	188 40
Scrap iron and steel.....	325 99
Scotch plough.....	40 00
Total.....	11,925 98
Total for quarter ended March 31, 1867.....	5,116 74
Total for quarter ended June 30, 1867.....	8,359 73

BELLEVILLE—J. W. CARMAN, *Consular Agent*.

Statement showing the description, quantity, and value of exports from Belleville to the United States during the several quarters of the year ended September 30, 1867, compiled from consular returns.

Quantity and description.	Value, including costs and charges.
25,635,840 feet lumber, lath, pickets, and culls.....	\$218,545 56
244,883 bushels barley.....	167,587 37
143 tons bran.....	1,144 00
130,565 bushels rye.....	81,822 45
1,934 tons No. 60 iron ore and railroad ties.....	390 76
16,410 bushels wheat.....	25,041 00
81,997 bushels wheat, rye, peas, and barley.....	66,105 64
32,778 bushels peas.....	24,246 67
Sundries.....	1,881 77
Total for the quarter ended December 31, 1866.....	586,765 22
Total for the quarter ended March 31, 1867.....	17,399 63
Total for the quarter ended June 30, 1867.....	215,748 01
Total for the quarter ended September 30, 1867.....	338,768 24
Grand total.....	1,158,681 10

GUELPH, CANADA—MARTIN H. RYAN, *Consular Agent*.

SEPTEMBER 30, 1867.

Statement showing the description and value of exports from Guelph to the United States for the quarters ended June 30 and September 30, 1867, compiled from official invoices.

Description.	Value, including costs and charges.
Shorts.....	\$629 50
Sewing machines.....	853 50
Eggs, oats, and butter.....	19,716 55
Mill feed.....	509 00
Hams and fowls.....	1,371 88
Barley.....	1,576 25
Flour.....	65,573 66
Oatmeal.....	5,030 70
Horses, ploughs, harness, &c.....	472 50
Cattle, horses, and live stock.....	32,582 55
Wheat.....	13,018 48
Household effects.....	596 00
Flax.....	18,544 45
Scrap iron.....	668 90
Hop-roots.....	117 00
Evergreens.....	103 10
Wool.....	1,134 77
Sundries.....	253 05
Total.....	162,751 84
Total for quarter ended September 30, 1867.....	32,021 14
Total.....	194,772 98

PICKTON—ROBERT CLAPP, *Consular Agent*.

Statement showing the description and value of exports from the port of Picton, C. W., to the United States during the six months ended September 30, 1867.

Quantity and description.	Value.
21 barrels flour	\$173 25
5,992 $\frac{5}{8}$ bushels wheat.....	11,925 47
820 $\frac{1}{2}$ cords lumber.....	2,174 35
89 cords fuel	127 10
1,016 pounds butter.....	127 00
1,150 bushels rye and 1,060 bushels wheat.....	3,114 00
46 cows.....	1,285 19
8 horses.....	1,192 50
70 tons rye shorts.....	1,122 50
1,281 $\frac{3}{8}$ bushels rye	936 75
585 $\frac{1}{8}$ bushels buckwheat.....	365 54
6 cows and 15 sheep.....	235 00
837 bushels potatoes	439 38
5 cows and 1 horse	267 50
54 bushels beans, 12 bushels wheat, and 5 bushels oats.....	64 80
Total.....	23,550 33
Total for quarter ended September 30, 1867.....	4,702 00
Total for six months.....	28,252 33

HALIFAX, NOVA SCOTIA—M. M. JACKSON, *Consul*.

JANUARY 7, 1868.

I have the honor to submit my annual report for the year 1867, showing the imports into and exports from Nova Scotia up to the 30th September last, with statistics relative to the coal and gold mines, the shipping and ship-building of this province.

IMPORTS.

The imports into Nova Scotia during the year ended 30th September, 1866, amounted to \$14,381,008.

The imports for 1867, as near as can be estimated, amount to \$12,473,986. The official returns can only be procured for the first nine months, which show the amount for that period to have been..... \$9,355,490

The amount for the remaining three months of the fiscal year, up to the 30th September, 1867, cannot be correctly given; but, taking the average for each quarter, the amount would be..... 3,118,496

Thus making for the whole year the aggregate sum of..... 12,473,986

Which, compared with the previous year, indicates a decrease in the total imports of the province of..... 1,970,022

The imports from the United States during the year 1866 amount to \$4,041,844, while for the year 1867 they amounted to \$2,648,856; namely, for the first nine months, according to official returns..... \$1,986,642

And for the remaining three months, taking the average as before stated..... 662,214

Making the whole amount for the year..... 2,648,856

Which, compared with the previous year, exhibits a falling off in the imports from the United States of..... 1,392,988

EXPORTS.

The total exports from Nova Scotia during the year 1866 amount- ed to.....	\$8,043,095
For 1867 the first nine months amounted to.....	5,474,328
Estimated amount for the three months ended 30th September, 1867.....	1,824,776
Making for the fiscal year the sum of.....	7,299,104
Thus showing a decrease in the total exports for 1867 of.....	743,991
The amount of exports to the United States in 1866 was.....	3,228,550
In 1867, the first nine months.....	1,614,653
Estimated amount for the last three months of the fiscal year....	538,217
Making the total value of exports to the United States from Nova Scotia during 1867.....	2,152,870
Which, compared with 1866, shows a decrease of.....	1,075,680

COAL.

During the year 1867 the quantity of coal raised was 542,128 tons. Of this quantity 384,432 tons were exported and 97,646 tons were sold for home consumption.

The number of mines worked was 28; the number of men employed 2,984.

The price of coal at the pit during 1867 was: At the old Sydney mines, \$2 50; at the Pictou mines, \$2 50; and at the new mines, Cape Breton, the price was from \$2 to \$2 25 per ton, in Nova Scotia currency.

The usual freight from Cape Breton to New York was from \$3 to \$4; to Boston \$3 to \$3 50; and from Pictou to Boston \$2 75 per ton, United States currency.

I give below a statement showing the quantity of coal sold, and proportions of sales, during the years ended September 30, 1865, 1866 and 1867, respectively:

	1865.	1866.	1867.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Home consumption.....	59,462	99,628	97,646
Neighboring colonies.....	52,398	106,659	103,281
Other countries.....	540,754	395,012	281,151
Total.....	652,614	601,299	482,078

The preceding shows an increase in 1866 in "home sales" of 40,166 tons, $67\frac{1}{2}$ per cent.; neighboring colonies 54,261 tons, $103\frac{1}{2}$ per cent., and a decrease in sales to other countries of 145,742 tons, $26\frac{3}{4}$ per cent., and also, that the sales at "home" and to "colonies" was increased to the extent of nearly 65 per cent. of the decrease in sales to other countries.

The following is the relative proportion of sales in 1865 and 1866:

	1865.	1866.
Home sales.....	$9\frac{1}{2}$ per cent.	$16\frac{3}{4}$ per cent.
Colonies.....	$8\frac{1}{4}$ per cent.	$17\frac{1}{2}$ per cent.
Other countries.....	$82\frac{1}{2}$ per cent.	$65\frac{3}{4}$ per cent.

In 1867 there was an actual decrease in all sales as compared 1866, while the proportion of sales at "home" and to "colonies" was increased, being in—

	1866.	1867.
Home sales.....	$16\frac{3}{4}$ per cent.	$20\frac{1}{4}$ per cent.
Colonies.....	$17\frac{1}{2}$ per cent.	$21\frac{1}{2}$ per cent.
Other countries.....	$65\frac{3}{4}$ per cent.	$58\frac{1}{4}$ per cent.

Statement showing the number of gold mines worked, average number of men employed, number of crushers engaged, quantity of quartz raised, quantity of quartz crushed, average yield per ton, total yield for year, with the average yield per man per day, for the year ended September 30, 1867.

Number of mines worked.....	67	Amount of quartz crushed... tons..	30,673
Average number of men employed..	668	Do..... cwt..	11
Number of crushers—		Average yield per ton dwt..	16
Steam	27	Do..... grs..	16
Water	8	Total yield for year ozs..	27,563
Total number of crushers.....	35	Do..... dwt..	6
Quantity of quartz raised... tons..	37,169	Do..... grs..	9
Do..... cwt..	7	Average yield per man per day.....	\$2 44
Yield of gold—			Ozs.
1866.....			24,162
1867.....			27,563
Increase			<u>3,401</u>

SHIPPING.

The total number of vessels registered in Nova Scotia on September 30, 1867, was 3,523, with a tonnage of 398,844 tons, valued at \$14,070,067.

The number of vessels entered "inwards" at the different ports in Nova Scotia during the nine months ended September 30, 1867, was, British, 3,714; number of tons 542,037, with crews numbering 28,015 men; number of foreign vessels, 320; number of tons, 82,166; crews, 3,944 men; making an aggregate of 4,034 vessels, 624,203 tons, and 31,959 men. Of the foregoing number of vessels, 2,851 British, with a tonnage of 405,640 tons, arrived with cargoes, and 863 with a tonnage of 136,397 tons, arrived in ballast. Foreign, 135 vessels, 55,903 tons, arrived with cargoes, the remainder in ballast.

The number of vessels cleared "outward" from the province during the same period was, British, 3,471 vessels, 571,335 tons, and 27,326 men, of which 3,110 vessels, of 444,971 tons, were cleared with cargoes, and in ballast 361 vessels, of 116,364 tons. Foreign, 175 vessels and 53,922 tons with cargoes, and 18 vessels with a tonnage of 4,111 tons in ballast.

SHIP-BUILDING.

The number of new vessels registered in the province during the nine months ended June 30, of the fiscal year 1867, was 111 schooners, 30 brigantines, 7 brigs, 22 barques, and 4 ships, making in all 174 vessels, with an aggregate tonnage of 26,233 tons, of an estimated value of \$1,143,170.

In 1866 the whole number of *new* vessels registered was 300, with an aggregate tonnage of 53,955 tons, valued at \$2,388,580.

The statistics relative to ship-building indicate that the depression in this branch of industry is not confined to the United States and Great Britain, but exists to a similar extent in the British North American provinces.

Statement showing the number, tons, register, and estimated value of new vessels registered at each port in the province of Nova Scotia during the month ended June 30, 1867.

Ports of registry.	Schooners.	Brigantines.	Brigs.	Bar	Ships.	Total.	Tons.	Estimated value.
Annapolis	2	.....	2	1	.....	5	1,239	\$58,800
Arichat	4	1	.....	.....	.....	5	267	10,680
Baddeck	2	1	.....	.....	.....	3	234	9,400
Digby	4	4	.....	1	.....	9	1,111	43,560
Guysborough	3	.....	.....	.....	.....	3	151	10,000
Halifax	24	5	.....	3	1	33	5,171	206,840
Liverpool	6	.....	.....	4	.....	10	1,795	94,500
Lunenburg	19	1	.....	1	.....	21	1,411	72,240
Parrsborough	5	7	.....	.....	.....	12	1,780	71,200
Pictou	1	1	.....	2	.....	4	1,282	52,200
Port Hawkesbury	1	.....	.....	.....	.....	1	21	700
Pugwash	2	.....	.....	.....	.....	2	89	2,700
Shelburne	17	1	.....	2	.....	20	1,815	107,500
Sydney	1	.....	.....	.....	.....	1	21	840
Windsor	4	8	1	4	1	18	4,539	181,560
Yarmouth	16	1	4	4	2	27	5,307	220,450
Totals	111	30	7	22	4	174	26,233	1,143,170

Statement showing the number of vessels registered in each port in the province of Nova Scotia on the 30th June, 1867.

Ports.	Total number of vessels registered September 30, 1866.			Struck off in 1867.			Added in 1867.			Total number of vessels registered to June 30, 1867.		
	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.	No.	Tons.	Value in dollars.
Arichat	300	21,049	\$575,164	17	2,010	\$40,690	11	982	\$26,590	294	19,971	\$561,064
Annapolis	45	7,773	361,450	3	634	36,000	7	1,417	62,400	49	8,496	387,830
Baddeck	9	333	12,178	1	37	1,000	3	1,234	9,400	11	390	20,578
Digby	207	18,030	606,580	32	2,862	68,080	11	1,239	48,420	186	16,397	586,920
Guysborough	67	3,138	78,424	1	284	8,520	3	151	10,000	69	2,995	79,904
Halifax	1,348	94,572	2,767,516	81	11,248	277,900	73	10,531	367,640	1,340	93,855	2,857,256
Liverpool	158	16,089	886,650	10	1,596	56,600	12	2,117	117,500	160	16,610	947,550
Lunenburg	198	9,582	424,550	6	343	14,400	21	1,411	72,240	213	10,650	482,390
Parrsborough	83	10,125	360,257	5	671	13,420	12	1,780	71,200	90	11,294	418,037
Pictou	183	37,436	1,178,450	14	4,441	139,450	6	1,433	56,050	175	34,438	1,035,050
Port Hawkesbury	43	3,381	100,450	4	4,175	5,250	5	89	24,840	43	3,381	100,450
Pugwash	25	3,284	123,540	4	875	42,900	2	80	2,700	23	2,498	85,340
Shelburne	40	4,180	164,300	7	956	55,620	21	1,870	110,300	54	5,094	219,180
Sydney	112	8,131	335,460	7	1,306	52,240	3	554	22,160	107	7,379	305,380
Windsor	264	64,438	2,244,208	23	4,717	188,680	23	6,290	237,760	264	66,031	2,307,288
Yarmouth	428	99,937	3,547,760	20	7,209	186,380	37	6,507	254,450	445	99,235	3,613,830
	3,509	400,895	13,749,547	236	39,424	1,187,130	250	37,373	1,507,650	3,523	398,844	14,070,067

A statistical chart of the gold mines of Nova Scotia, compiled from official sources, for the years 1862, 1863, 1864, 1865, and 1866.

District.		YIELD OF GOLD.									
		Total.	Sources.		Per Maximum. 2,240 lbs.	Average.					Per 1,000,000.
			From quartz.	Native.		Per 2,240 lbs.		Per miner.			
						Per 100 lbs.	Annually.	Daily.			
		Oz. dwt. gr.	Oz. dwt. gr.	Oz. dwt. gr.	Oz. dwt. gr.	Oz dwt gr	Gr.	Oz dwt gr	Gr.	No.	
Tangier	1862	865 0 0	865 0 0		6 14 9	1 7 10	29.3635	6 18 9	10.646	43,193	
	1863	494 8 21	494 8 21		4 9 14	16 22	18.1032	4 2 9	6.339	26,282	
	1864	607 7 8	582 2 20	25 4 12	5 3 1	18 16	20.0207	11 11 9	17.798	50,499	
	1865	644 7 13	548 2 1	96 5 12	10 9 7	19 5	20.5780	15 5 15	23.510	62,335	
	1866	296 5 21	268 6 21	27 19 0	1 10 1	7 14	8.1332	10 3 18	15.674	31,088	
Wine harbor	1862	1,688 0 0	1,688 0 0		28 0 0	2 2 23	46.0634	41 3 9	63.340	256,978	
	1863	3,718 2 19	3,718 2 19		73 8 9	1 2 20	24.4850	30 5 0	46.131	191,259	
	1864	4,033 3 7	4,033 3 7		18 9 14	1 1 20	23.4008	54 14 23	84.229	238,982	
	1865	2,200 5 14	2,200 5 14		6 14 10	12 20	13.7773	41 7 16	63.669	168,811	
	1866	1,012 8 4	1,012 8 4		5 11 9	12 1	12.9124	35 16 18	55.134	109,353	
Ovens	1862	361 0 0	50 0 0	311 0 0	2 4 20	1 2	9.24	20 1 2	30.855	125,182	
	1863	76 5 14	76 5 14		1 15 20	16 17	17.9305	5 1 17	7.824	32,437	
	1864	5 2 16	5 2 16		12 13	6 19	7.27	12 6 10	18.954	53,778	
	1865										
	1866										
Lawrenceto'n	1862	75 0 0	75 0 0		5 12 0	3 7 5	72	18 15 0	28.846	117,033	
	1863	64 17 12	64 17 12		10 1 14	11 18	12.608	10 16 6	16.635	68,969	
	1864										
	1865										
	1866										
Oldham	1862	51 0 0	51 0 0		1 13 14	13 14	14.5715	3 12 20	5.614	22,738	
	1863	1,223 3 21	1,223 3 21		48 18 11	1 6 17	28.6183	14 14 18	22.673	94,001	
	1864	1,750 5 12	1,750 5 12		116 2 21	17 12	18.7647	14 7 22	22.147	62,838	
	1865	1,126 11 20	1,126 11 20		12 0 22	11 7	12.0914	19 4 14	29.585	78,443	
	1866	956 12 20	956 12 20		4 1 0	1 2	43.7626	26 5 9	40.414	80,157	
Renfrew	1862	308 0 0	308 0 0		4 14 1	2 0	8.43.2290	8 16 0	13.538	54,927	
	1863	785 7 7	785 7 7		7 1 3	1 10	13.32.7890	11 12 0	17.768	73,668	
	1864	1,172 6 5	1,172 6 5		8 16 9	1 1	9.22.8920	29 18 15	46.048	130,651	
	1865	1,008 10 18	1,008 10 18		5 12 18	1 4	9.26.1096	21 15 5	33.480	88,769	
	1866	6,423 15 11	6,423 15 11		9 18 0	1 3	325.6810	52 10 22	80.840	160,337	
Countryharbr	1862	40 0 0	40 0 0		5 10 13	1 17	8.40	13 5 20	20.513	83,224	
	1863										
	1864										
	1865										
	1866										
Sherbrooke	1862	2,023 0 0	2,023 0 0		13 8 20	2 12 15	56.3903	28 1 23	43.226	175,376	
	1863	3,304 14 12	3,276 14 12	28 0 0	13 8 20	1 1	6.22.7676	33 0 23	50.842	210,791	
	1864	3,419 14 20	3,409 14 20	10 0 0	23 10 9	1 8	14.30.6150	32 13 23	50.306	142,732	
	1865	3,424 1 21	3,424 1 21		5 0 20	1 10	13.32.7182	46 8 14	71.428	189,386	
	1866	5,829 13 8	5,829 13 8		16 6 16	2 5	18.49.0300	80 17 11	124.422	246,775	
Waverley	1862	1,507 0 0	1,507 0 0		14 11 5	9 0	9.6680	10 0 21	15.456	62,709	
	1863	2,380 6 3	2,380 6 3		19 16 11	7 21	8.4571	12 14 14	19.583	81,191	
	1864	6,410 4 22	6,410 4 22		22 15 20	15 13	16.6528	22 13 7	34.868	98,931	
	1865	14,404 4 9	14,404 4 9		4 2 5	1 5	18.27.6156	51 9 11	79.191	209,968	
	1866	8,612 17 11	8,612 17 11		1 16 8	11 12	12.3408	27 5 0	41.844	82,992	
Isaac's harbor	1862	357 0 0	357 0 0		7 5 14	2 0	14.43.4924	9 7 21	14.453	58,640	
	1863	1,587 13 12	1,587 13 12		8 19 5	3 7	13.72.3658	31 15 2	48.852	202,539	
	1864	1,510 4 21	1,510 4 21		9 10 9	2 13	3.56.9232	18 4 15	28.050	79,586	
	1865	1,696 6 2	1,696 6 2		9 11 5	1 16	12.39.1218	20 17 13	32.119	85,162	
	1866	1,254 17 9	1,254 17 9		4 10 0	12 11	13.3670	34 18 18	53.751	106,609	
Montague	1862										
	1863	366 14 16	366 14 16		6 2 11	2 18	17.62.9136	2 19 4	4.550	18,864	
	1864	1,052 19 14	1,052 19 14		4 19 10	2 3	6.46.3485	28 10 18	43.981	124,786	
	1865	902 12 23	902 12 23		4 7 15	1 12	20.35.1996	22 15 3	35.009	92,823	
	1866	496 15 10	496 15 10		3 12 0	1 9	1.31.1700	25 13 21	39.531	78,404	
Uniacke	1862										
	1863										
	1864										
	1865										
	1866	72 16 9	72 16 9		10 0 0	2 17	5.61.3211	17 2 16	26.360	52,281	
Divers	1862										
	1863										
	1864	61 9 8	10 1 5	51 8 3	1 17 16	10 11	11.2303	3 18 21	6.068	17,217	
	1865	47 3 8	30 12 6	16 11 2	1 5 1	6 17	7.2105	5 19 4	9.166	24,303	
	1866	2,278 10 19	227 8 0	21 2 19	12 0 0	1 0	8.21.7668	17 0 20	26.220	52,004	
(Unclassified)	1862	7,275 0 0	6,964 0 0	311 0 0	28 0 0	1 3	2.24.7977	14 11 0	22.385	112,222	
	1863	14,001 14 17	13,973 14 17	28 0 0	73 18 9	18 10	19.7256	15 19 7	24.562	123,136	
	1864	20,022 18 13	19,936 5 22	86 12 15	116 2 21	1 0	20.22.3234	24 14 9	38.300	190,655	
	1865	25,454 4 8	25,341 7 18	112 16 14	12 0 22	1 3	6.24.9022	37 5 19	57.371	287,618	
	1866	25,204 13 2	25,155 11 7	49 1 19	16 6 16	17 13	18.7721	37 2 14	57.122	286,369	
Total for the province.		1862-66 91,958 10 16	91,370 19 16	587 11 0	116 2 21	1 0 3	21.5497	25 14 4	39.870	1,000,000	

A statistical chart of the gold mines of Nova Scotia, &c.—Continued.

District.	MINERS.				QUARTZ.				MILLS.			
	Average.				Raised.		Crushed.					
	Total.	Per 1,000,000.	Daily.	Per mine.	Total.	Per man, daily.	Total.	Daily.	Steam.	Water.	Total.	Mines.
	No.	No.	No.	No.	100 lbs.	Lb.	100 lbs.	Lb.	No.	No.	No.	No.
Tangier	1862 39,000	250,000	125	.....	14, 140	36.3	14, 140	4, 532	1	2	3	.....
	1863 37, 440	126, 830	120	.....	13, 110	35.	13, 110	4, 202	3	3	6	.....
	1864 16, 380	64, 815	52	7.	13, 565	82.5	13, 957	4, 474	3	3	6	5
	1865 13, 156	61, 775	42	7.3	14, 520	110.4	12, 785	4, 098	2	3	5	4
	1866 9, 074	42, 843	29	4.8	18, 897	208.2	15, 837	7, 076	2	2	4	10
Wine harbor.....	1862 12, 792	82, 000	41	.....	17, 600	137.5	17, 600	5, 641	2	1	3	.....
	1863 38, 688	141, 391	124	.....	72, 890	188.4	72, 890	23, 362	3	1	4	.....
	1864 22, 984	90, 945	73	8.2	82, 731	359.9	82, 729	26, 516	3	1	4	10
	1865 16, 588	77, 890	53	3.6	76, 658	462.1	76, 658	24, 570	3	1	4	6
	1866 8, 814	41, 615	28	3.6	37, 635	427.0	37, 635	12, 062	3	1	4	9
Ovens.....	1862 5, 616	36, 000	18	.....	1, 000	17.8	1, 000	320	2	.....	2	.....
	1863 4, 680	17, 103	15	.....	2, 042	43.6	2, 042	655	1	.....	1	.....
	1864 130	513	3	.....	.....	.....	339	109	.....	.....	.....	.....
	1865 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1866 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lawrencetown.....	1862 1, 248	8, 000	4	.....	500	40.	500	160	.....	2	2	.....
	1863 1, 872	6, 842	6	.....	2, 470	131.9	2, 470	792	1	.....	1	.....
	1864 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1865 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1866 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oldham	1862 4, 368	28, 000	14	.....	1, 680	38.7	1, 680	539	1	2	3	.....
	1863 25, 896	94, 640	83	.....	20, 516	79.2	20, 516	6, 575	5	3	8	.....
	1864 37, 934	150, 101	121	4.1	43, 496	114.7	44, 772	14, 350	4	2	6	30
	1865 18, 278	85, 826	58	3.5	45, 519	249.0	44, 723	14, 334	4	2	6	7
	1866 11, 362	53, 646	36	4.3	19, 913	175.2	19, 324	6, 193	5	2	7	5
Renfrew	1862 10, 920	70, 000	35	.....	3, 420	31.3	3, 420	1, 096	2	1	3	.....
	1863 21, 216	77, 537	68	.....	11, 497	52.2	11, 497	3, 685	2	2	4	.....
	1864 12, 220	48, 353	39	4.4	22, 400	183.3	24, 581	7, 879	3	2	5	3
	1865 14, 430	67, 757	46	5.9	27, 900	193.8	18, 541	5, 943	5	2	7	12
	1866 38, 142	180, 088	122	8.9	102, 966	286.5	120, 064	38, 482	5	2	7	10
Country harbor.....	1862 936	6, 000	3	.....	480	51.3	480	154	.....	1	1	.....
	1863 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1864 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1865 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1866 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sherbrooke.....	1862 22, 464	144, 000	72	.....	17, 220	76.6	17, 220	5, 519	3	1	4	.....
	1863 31, 200	114, 026	100	.....	69, 082	221.4	69, 082	22, 142	4	1	5	.....
	1864 32, 630	129, 125	104	8.2	53, 460	163.8	53, 460	17, 135	4	1	5	12
	1865 23, 010	108, 046	74	8.8	50, 234	218.3	50, 234	16, 101	4	.....	4	8
	1866 22, 490	106, 187	72	7.3	57, 074	253.8	57, 072	18, 293	4	.....	4	12
Waverley	1862 46, 800	300, 000	150	.....	74, 820	159.9	74, 820	23, 981	6	1	7	.....
	1863 58, 344	213, 227	187	.....	135, 099	231.5	135, 099	43, 301	5	.....	5	.....
	1864 88, 244	349, 176	283	16.6	184, 769	209.4	184, 769	59, 221	5	1	6	10
	1865 87, 308	409, 962	280	18.5	250, 367	286.8	250, 367	80, 246	4	1	5	17
	1866 98, 800	466, 487	317	27.4	335, 000	339.1	335, 000	101, 737	5	1	6	17
Isaac's harbor.....	1862 11, 856	76, 000	38	.....	3, 940	33.2	3, 940	1, 263	1	1	2	.....
	1863 15, 600	57, 012	50	.....	10, 531	67.5	10, 531	3, 375	1	.....	1	.....
	1864 25, 844	102, 262	83	8.3	16, 944	65.9	12, 735	4, 082	2	1	3	11
	1865 25, 350	119, 033	81	8.9	20, 353	80.3	20, 811	6, 670	2	1	3	5
	1866 11, 206	52, 909	36	8.8	40, 977	365.7	45, 062	14, 443	2	1	3	2
Montague	1862 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1863 38, 688	141, 392	124	.....	2, 798	7.2	2, 798	897	.....	.....	.....	.....
	1864 11, 492	45, 472	37	6.9	10, 905	94.9	10, 905	3, 495	1	.....	1	4
	1865 12, 376	58, 113	40	6.1	12, 309	99.5	12, 309	3, 949	1	.....	1	8
	1866 6, 032	28, 480	14	13.2	7, 730	128.1	7, 650	2, 452	1	.....	1	1
Uniacke.....	1862 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1863 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1864 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1865 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1866 1, 326	6, 262	17	10.2	2, 170	163.7	570	183	1	.....	1	2
Divers	1862 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1863 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1864 4, 862	19, 238	12	13.7	430	11.3	430	138	2	.....	2	4
	1865 2, 470	11, 598	8	.....	2, 163	87.6	2, 038	653	.....	.....	.....	.....
(Unclassified.)	1866 4, 550	21, 483	14	14.7	6, 725	147.8	5, 010	1, 606	1	1	2	2
	1862 156, 000	140, 908	500	.....	134, 800	86.4	134, 800	43, 205	18	12	30	.....
	1863 273, 624	247, 152	877	.....	340, 035	124.3	340, 035	108, 986	25	10	35	.....
	1864 252, 720	228, 271	810	8.0	428, 700	169.6	428, 677	137, 397	27	11	38	89
	1865 212, 966	192, 363	683	9.1	500, 025	234.8	488, 466	156, 570	25	10	35	67
	1866 211, 796	191, 306	679	9.7	635, 387	300.0	643, 224	206, 162	29	10	39	60
Total for the province.	1862-66 1,107,106	1,000,000	710	8.6	2,038,947	184.2	2,035,202	130,462	*	*	*	*

* The department records for 1862 and 1863 are incomplete.

PICTOU, N. S.—B. H. NORTON, *Consul*.

OCTOBER 8, 1867.

I have the honor herewith to present my annual report of commercial operations within the limits of my consular jurisdiction. The trade between this port and the United States has greatly fallen off since the abrogation of the reciprocity treaty and the duty placed on coal; as an evidence of this fact I have had only one American vessel this season, where in former years I have had from sixty to one hundred.

Amount of coal and fish shipped to the United States from October 1, 1866, to September 30, 1867, inclusive.

	Value.
79,540 tons coal from Pictou.....	\$198,000
12,570 tons coal from Sydney.....	30,772
512 barrels fish from Cow Bay.....	2,640
103,245 tons coal from Linzan.....	244,665
7,720 barrels fish from Cape Canso.....	50,688
Total value.....	526,765

Statement containing the names of the different ports in the United States to which coal has been shipped from the port of Pictou, year ended September 30, 1867.

	Tons.
Boston.....	54,875
Providence.....	9,940
Portsmouth.....	427
Weymouth.....	2,505
Wareham.....	324
Salem.....	1,215
Pembroke.....	6,483
Portland.....	1,211
Bath.....	41
Calais.....	140
Salisbury.....	336
Newburyport.....	393
Fall River.....	927
New Bedford.....	588
New York.....	135
Total.....	79,540

Gold fields.

The amount of gold taken from the different mines is largely in excess of last year. A large amount of American capital has been invested, especially at Wine Harbor, where the prospect of a handsome yield is very flattering.

JULY 8, 1867.

I have the honor of transmitting my quarterly report.

In consequence of the abrogation of the reciprocity treaty trade and commerce have almost been brought to a stand. The high price of coal payable in gold, the low rate of freights, and the duty in the States of one dollar per ton have prevented all trade at this port in American bottoms, *not one* American vessel having arrived this year. In fact there is a general depression throughout my consular jurisdiction. * * * I cannot give the amount of shipments from my consular jurisdiction, but can safely state it will not amount to more than one-half what it was last year.

ST. JOHN, NEW BRUNSWICK—O. B. WARNER, *Consul*.

JANUARY 17, 1868.

I beg to submit a brief report on the trade of this consular district for the year ended September 30, 1867.

The principal exports are lumber and timber. The bulk of the lumber is sawed in the immediate vicinity; a large amount, however, is manufactured up the St. John river, sent down in flat-bottomed vessels called wood boats, and transferred to large vessels for export.

The gross exports of this article from this port to Great Britain, United States, and West Indies for the year, may be set down as follows:

GREAT BRITAIN.

Board and plank, 165,382,162 sp. ft., average value \$9 per M...	\$1, 488, 439
Pine timber, 12,454 tons, average value, —	143, 321
Birch timber, 6,645 tons	39, 970
Railroad sleepers, laths, lathwood, &c.	24, 163
Total	<u>1, 695, 893</u>

UNITED STATES.

Boards and plank, 22,958,211 sp. feet	\$273, 498
Shingles, clapboards, &c.	81, 065
Total	<u>354, 563</u>

WEST INDIES.

Boards and plank, 11,089,332 sp. feet	\$142, 071
Box shooks, 734,119	367, 059
Shingles, clapboards, &c.	927
Total	<u>510, 057</u>

Total value lumber exports to Great Britain, United States, and West Indies \$2,560,513

This statement does not include shipments to South America and other ports, which are quite large.

Like shipments for the corresponding year in 1866 were as follows:

GREAT BRITAIN.

Boards and plank, 169,644,187 sp. feet	\$1, 526, 797
Pine timber, 15, 438 tons	177, 537
Birch timber, 12, 405 tons	74, 430
Railroad sleepers, laths, lathwood, &c.	4, 551
Total	<u>1, 783, 615</u>

UNITED STATES.

Boards and plank, 37,480,410	\$449, 794
Shingles, clapboards, &c., about	125, 716
Total	<u>575, 510</u>

WEST INDIES.

Boards and plank, 11, 514, 882.....	\$138, 177
Box shooks, 502,292.....	251, 146
Laths, &c.....	2, 840
Total.....	<u>392, 163</u>
Total value of shipments for 1866.....	\$2, 751, 288
Total value of shipments for 1867.....	<u>2, 560, 513</u>
Decrease for 1867.....	<u>190, 775</u>

The exports of lumber to the United States for this year show a decline of 14,532,177 feet, caused, the provincial lumbermen say, by the high duty; the American lumbermen say by dulness in the American market, which I think is the real cause, very large quantities of Maine lumber, although entitled to free entry, being sawed and piled up.

The shipments of lumber to the West Indies show a small decline, but the large increase in the number of sugar box shooks makes the increase to that country amount to \$117,894. This trade a few years ago belonged almost exclusively to the United States.

The shipments under the law of March 16, 1866, to the United States, duty free, since the passage of the act have been—

	Value.
Boards and plank, 14,096,401 feet.....	\$358, 303 24
Laths, clapboards, pickets, &c., &c.....	24, 913 69
	<u>383, 216 93</u>

The shipments under the law of June, 1866, to the United States from St. Stephen have been—

	Value.
Boards and plank, 35,773,418 feet.....	\$208, 881 61
Laths, clapboards, pickets, &c., &c.....	28, 401 74
	<u>237, 283 35</u>

Total value of lumber shipped, under laws of March 16 and June, 1866, and admitted duty free into the United States, \$620, 500 28.

Flour is the principal import, almost the entire consumption coming from abroad. The importations at the port of St. John for the year may be set down as follows :

	Barrels.
From Canada, via Portland.....	128, 219
From Canada, via Boston and New York.....	11, 686
From Canada, via Shediac and British North American railroad....	5, 500
Produce of the United States.....	16, 020
	<u>161, 426</u>

The report for 1866 of the comptroller, herewith enclosed, gives the latest complete returns of the imports of this province. It also contains valuable statistics concerning the shipping of this province.

The mining interests of the province are at a low ebb. The only mine yielding any profit to the owners is the Albert coal mine, which is almost entirely owned by Americans, and is in very successful operation. The company have shipped to the United States for the year, 12,855 tons; to Nova Scotia, 1,552 tons; consumed in the province, 3,217 tons; in all, 17,624 tons sold at the mine, at \$11 per ton, or \$193,864. The great richness of this coal makes it very valuable for the manufacture of oil and gas, for which it is all used.

Some little excitement has been created in this province by the discovery of gold in Carleton, and some very rich specimens of quartz have been exhibited in the city, but as yet not much is known of the extent of the deposits.

In York county, a company who have been opening an antimony mine say they have discovered large deposits of silver in the vein, but it is of very late date and not much known of the facts.

Some copper mines, in Charlotte county, near the American line, are lately being worked by an American company, but with what success we have not heard.

The lumbering interests of the province absorb all others, and so many of the laborers are employed in that business that but little attention is given to agriculture. The only article worthy of notice is hay, large quantities being grown on the bottom or interval lands, on the St. John and other rivers of this province. These lands are very rich; and if it were possible to throw up levees to prevent the overflow, which continues during the months of May and June every year, I have no doubt but grain of all kinds could be raised successfully; but the great masses of heavy ice which come down at the opening of the river would destroy any embankment that could be made.

Intervale farms on the St. John river are worth from \$50 to \$100 per acre, while the ordinary woodlands in the immediate vicinity can be purchased at from 50 to 100 cents per acre.

The immigration into the province has been steadily decreasing for several years, reaching barely 250 this year, while the tide of emigration from here to the United States is constantly increasing, not less than 2,000 persons having within a year, gone from this city to seek permanent homes in some part of the United States, and from remote parts of the province the sturdy laborers have formed themselves into companies and gone to California, hoping in a milder climate to prosecute their farm labors more successfully. I have known as many as sixty, all strong young men, to leave in a body, bound for the agricultural districts of California.

I herewith enclose a detailed statement of all articles of export, the invoices of which have passed through this office for the year; also, the annual circular of timber merchants of this city.

Statement showing the description, quantity, and value of exports from St. John, New Brunswick, to the United States during the year ended September 30, 1867.

Description and quantity.	Value.	Description and quantity.	Value.
55 boxes antimony	\$218	170 pounds nutmegs	\$81
7,774 barrels alewives, (pickled) ..	28,270	1,331 gallonsoil, (cod)	758
59,239 pounds alewives, (smoked) ..	1,003	51 bushels oats	27
6,615 pounds beef, (fresh)	394	1,024 pounds pork, (fresh)	56
1,651 gallons brandy	2,728	65 barrels potatoes	142
736 bags	120	39 packages poultry	524
2,351 barrels	236	5,372 pelts	1,721
11,208 pounds butter	2,193	18,547 sheep skins	9,600
233 gallons burning fluid	116	365,860 pounds sugar	19,514
1,760 pounds bass	88	364 barrels shad	3,640
12,974 tons coal	97,128	4 half barrels shad	20
2,916 calf skins	2,737	42,684 pounds salmon, (preserved) ..	3,415
4,935 pounds coffee	749	6,692 pounds salmon, (smoked) ..	1,015
225 barrels cranberries	763	1,378 dozens spool cotton	496
125 cow tails	3	Nails	140
6 packages dry goods	1,290	847 pounds steel	68
18 packages drugs	174	13 bags spikes	52
68 barrels dulce	172	15 boxes stone, (building)	250
268 packages eggs	1,716	130 skins, (mink and beaver)	201
356 bushels flaxseed	425	387 boxes sewing machines	4,400
586 quintals fish, (cod)	2,344	1 box samples	306
251 quintals fish, (pollock)	514	6 saw grinders	120
4,155 gallons gin	2,104	20,201 pounds tea	4,099
4 goat skins	1	15 pounds trout, (fresh)	2
200 geese, (live)	90	1,412 pounds tongues	144
10 cases gum, (shellac)	434	86,395 gallons vinegar	13,084
33 tons grindstones	542	474 gallons whiskey	501
17 casks gin, (old tom)	684	609 gallons wine	898
31 pipes gin, (old tom)	2,295	46 cases wine	360
350½ tons hay	3,037	Wood goods :	
174 horses	15,542	269,950 broom handles	1,622
64,800 pounds herring, (bulk)	972	4,500 cross arms	540
1 hide	4	75,100 clapboards	1,312
1,608 hams	176	40 cords firewood	55
1 hawser	73	130 tons knee timber	340
306 bales hay, (pressed)	561	31,966,500 laths	36,016
207 tons iron, (pig)	5,361	2 cords lathwood	2
21 tons iron, (scrap)	400	22 oar rafters	4
21 packages junk, shakings, &c	11,319	200 posts	20
4 packages jewelry	10,989	2,193,707 palings	12,066
1 package leather	87	14,732 poles spruce	5,948
2 tons lignumvitæ	50	9,511 railroad sleepers	1,437
93,391 gallons molasses	26,237	1,477,500 shingles	2,646
1,016 barrels magnesia	3,146	1,061 ship knees	732
100 pounds maple sugar	8	Boards	
11 coils Manila junk	105	10,264,730 feet plank, scantling, &c ..	94,353
2,069 barrels mackerel	16,069	3,757 pounds zinc	75
171 half barrels mackerel	745		
290 kegs nails and spikes	1,008	Total	468,472
1,350 gallons naphtha	270		

JANUARY 1, 1868.

The past year has employed from this port to Great Britain 304 ships, 212,331 tons, against 213,606 tons in 1866, and 212,469 tons in 1865; remarkably close in amount for the past three years, but rather below the average of the last five years. Birch timber shows a decrease of 5,097 tons from this port, as compared with 1866, and of 7,024 tons from all ports in the province, which must be felt in the trade sooner or later; for, however much the Baltic may compete with us in spruce, they do not offer a substitute for our close-grained curly birch.

Pine timber exhibits a marked falling off, as compared with 1866, not reaching one-half the quantity, and less than has ever been shipped from this port before in any one year. On referring back to the clearances of 1857—only 10 years ago—we find our shipments of this article have fallen off seven-eighths. This apparent deficiency has, however, found a nearer and better market in the United States; going in there in the shape of sawn lumber, and where the high duties imposed under their tariff work in its favor, being entitled to be admitted free, cut as it is from off the lands ceded to the Americans under the Ashburton treaty, and passed through our province. The result is beneficial to the interests of the province, giving employment to labor, and all the benefits that the manufacture of any article leaves in a country. The shipments of spruce from St. John are but slightly in excess of those of 1866—say about 3,000 standard—while from the whole province they foot up, as near as may be, the same, the falling off being in the out-ports on the bay of Fundy. The stock held in St. John is about 8,000 standard in excess of that at the close of 1866, while the whole province shows but a very slight increase.

While our export from St. John to Britain remains much about the same, we find a general increase in the total exports, as will be seen on reference to the summary below. This increase has been divided between the West India and South American markets, the United States continuing to take quite as much as before the repeal of the reciprocity treaty, a large portion of their import of our lumber going into bond there for shipment to foreign markets, and taking the place of their own, which satisfies the home demand, apparently duty free, but enhanced in cost and value nearly to the amount of duty levied on the imported article, showing the utter folly of protective tariffs, and that it is a burden on the people it assumes to protect.

The total shipment from St. John to all ports, including United States and West Indies, have been :

	1867.	1866.	1865.	1864.
Deals and boards, spruce and pine, sup. feet....	205,108,943	193,676,195	206,687,181	178,766,307
Palings, pieces.....	5,246,000	4,485,000	5,622,000	4,834,700
Laths, pieces.....	44,715,000	26,502,000	21,998,000	11,658,000
Shingles, pieces.....	4,019,000	20,701,000	10,518,000	3,156,000
Sugar-box shooks, boxes	693,616	554,889	427,922	218,937

Besides a variety of wood goods, such as ship knees, sleepers, clapboards, cedar, spars, broom handles, &c. In addition to the above, a large amount of shingles and laths has been cleared for the United States from Fredericton direct, passing through the harbor of St. John, without reporting at the custom-house. This will account for the apparent large falling off in the export of shingles, the only article which does not exhibit an increase.

It will be observed that there is a large increase in the shipments of sugar-box shooks, and this is more marked on referring back to the shipments of three years since. Our port, with low-priced lumber in abundance, and open at all seasons, offers great facilities for the prosecution of this business to a larger extent. The stock on hand still to ship is large—considerably in excess of the quantity held at this time 12 months—and the exports of 1868 will show an increase again over those of 1867. It will stand our people in hand to be careful to preserve this trade by the manufacture of a first-class article, and not, for the sake of a small gain, to depreciate the reputation they at present enjoy.

South America continues to draw a portion of her supplies from this port. We have the lumber to suit them in quality, but our manufacturers, either from poverty or indifference, are not careful to have a stock of well and properly-seasoned wood laid aside ready for the filling of orders. Were this the case, we believe the shipments could be doubled without disadvantage to the trade.

Our fisheries have been sadly neglected, and be the complaints as to the legislation on this subject just—and we believe they are—this is no excuse for the apathy and want of attention to them. Year by year they seem to be falling off.

Ship-building has been but moderately pursued the past year; many of the yards having been closed, and although wages have not been excessive, we find that any vessels that have gone forward for sale to Great Britain have realized barely, and in some cases not, their cost. A good many small-sized vessels, suitable for the West India trade, have been built for parties in the province, to be owned and sailed here, but hardly more than would cover the loss by wreck during the past 12 months. Unfortunately for the community these losses have fallen, in a great measure, upon ourselves, seven-eighths of those vessels having been insured here. We have been unable to procure the returns of the vessels building, under survey or otherwise, and which we have usually furnished, but there is a falling off from previous years.

The year's business has not been a prosperous one for vessel owners, unless perhaps for those whose ships were of large class, and engaged on India or other long voyages; but within the last few weeks there is a better feeling in freights, and higher rates are current at most of the ports on this continent; and looking at the large losses by shipwreck throughout the world, and the small amount of tonnage built to replace it, especially in the United States, there seems to be a growing feeling of confidence that vessels will be better property. This is a matter of the highest importance to this port and province, as well as to Nova Scotia, their surplus earnings forming a large item in the resources of men in business. The large amount invested in ships has somewhat cramped our business men and curtailed the means that should have been employed in their regular trade; this, with other causes, has imparted a dull and desponding tone to the business of the country for the past year, but with few exceptions liabilities have been met punctually, and a disposition evinced on the part of our community to satisfy in full their obligations. In our circular of last year we called attention to the necessity of our establishing a company for the purpose of marine assurance. Were such established, with a fair cash capital and under good management, it would afford facilities for obtaining advances or loans on shipping property, which cannot now be had, capitalists being unwilling to advance on the loose security that individual underwriters afford; and in connection with this, we would remark that more assistance and support should be granted to this branch of trade by our moneyed institutions, fostering, as it would, a business—judging from the past—under which both Great Britain and the United States have derived a great portion of their wealth, viz: the carrying trade. The lumbering interests may complain, but the operators, at all events, have received a fair average price for their lumber—slightly below that of 1866, but above the average of previous years. How the trade will bear the burdens of additional taxation on many of the articles that are absolutely necessary to be used in the production of lumber remains to be proved; and if, in addition to this, there should be imposed by our local legislature an increase of export duty or stumpage, the evil results are plain and inevitable. Had we a monopoly of the article of spruce, the export duties might be warranted; but when we have to meet, in the markets of Europe, the deals of Norway and Sweden, produced by the cheapest labor and carried at the lowest freights, it seems to us suicidal to propose such increase. It can only be accounted for from the interest that some large landholders and speculators in lands may feel in pressing for such a measure; and in the folly of such policy we can only compare it to the cotton tax in the United States.

FREIGHTS

for the past year have ruled at about the same average rates as in 1866—at very moderate, we might say low, figures—and by no means remunerating to

ship owners, more especially as the loading expenses have increased. They opened in January at 62*s.* 6*d.* to 63*s.* 9*d.* for Liverpool, and continued at these figures, with some slight variations, up to the middle of May, when they dropped and in some instances as low as 57*s.* 6*d.* was accepted. In July they rallied a little, and at the close of the month had crept up to 63*s.* 9*d.*, and continued to advance until the latter end of September, when they had reached 72*s.* 6*d.* During the month of October they receded a trifle, and 70*s.* was the ruling rate. In November they rallied again, and finally ran up to 75*s.* and 77*s.* 6*d.*, at which figures the year closes, with a tendency to lower figures, as shippers, with the high rates of insurance prevailing and the low prices for deals current in Britain, are not inclined to force shipments. Freights for Ireland have ruled throughout the year below the average rate of other years, and low in comparison with Liverpool. The demand has been very active for vessels of small class to load for Cuba, and rates have been over those current in the early part of 1866. There seems to be a general improvement in freights for South American and long voyages; and taking into consideration the losses by shipwreck and the small amount of tonnage built in 1866, we may look for a general advance in rates on this continent.

SPRUCE.

The stocks held at this port are somewhat in excess of what we expected, but a very small portion is in first hands. Stocks, December 31, 1867, 54,000,000 superficial feet of deals and logs, against 38,000,000 in 1866, 48,000,000 in 1865, 35,000,000 in 1864, 35,000,000 in 1863, 72,000,000 in 1862, and in 1861 70,000,000. The stocks in the out-ports are moderate, and in the majority of them below those of last year.

The receipts at this port during the past year have been 183,000,000 superficial feet, against 150,000,000 in 1866, 172,000,000 in 1865, 150,000,000 in 1864, 153,000,000 in 1863, 147,000,000 in 1862, 186,000,000 in 1861, and 182,000,000 in 1860.

The stock wintered over from 1866 was laid in at high cost, and held at rates accordingly; but after the season fairly opened and new lumber came forward freely, prices gave way. Late in the autumn, as the period for closing the mills approached, higher figures were asked, and an advance obtained; and at the contract rates for logs, deliverable here in the spring, deals cannot be produced under the closing figures of 1867.

For specification cargoes, to consist largely of nine by three, holders demand very full prices.

The increased production of narrow deals or battens has been specially observable in the manufacture of the past year; and as the lumber districts are more and more culled, the cutting of small-sized logs will be materially increased. This gives a higher relative value to 9 and 11 by three, as compared with battens, than has hitherto ruled.

A large portion of the stock here is held for account of parties in Britain, a portion of which will likely be offered for contract sales for early delivery. Last year rates were much affected by the low prices at which they were offering to supply from Shediac and other north shore ports; but this is not likely to be the case the present season, as the stock of manufactured lumber held there is very light.

The weather has been so far good for lumbering purposes; and although supposed that the scarcity of money and the pressure in business circles would prevent any large amount of supplies going to the woods, we imagine ways and means will be found to get to market about the usual amount of lumber, unless the elements conspire to prevent its being hauled and floated after it is cut.

The quantity of coarse pine suitable for box shooks got out last winter was large, and as this is an increasing trade, we anticipate that a portion of the labor of our lumbermen will be employed this winter also in that direction.

Stocks of spruce logs and deals held at various ports December 31, 1867.

Port.	Million superficial feet.						
	1867.	1866.	1865.	1864.	1863.	1862.	1861.
Bathurst	$\frac{1}{2}$	$\frac{1}{2}$	2	3	2	2	1
Miramichi	17	12 $\frac{1}{2}$	17	18	30	25	22
Richibucto	3	8	2	11	12	7	7
Buctouche	$\frac{1}{2}$	1 $\frac{1}{2}$	$\frac{1}{2}$	3	3	1	2
Shediac	$\frac{1}{2}$	3 $\frac{1}{2}$	1	2	6	9	4
Lepreaux, New River, and St. George	2	1	11	10	21	23	19
St. Andrews	$\frac{1}{2}$			1	1	3	2
St. Stephen	1	3	2	5	1	12	30
Total	25	30	35 $\frac{1}{2}$	53	76	82	87
St. John	54	38	48 $\frac{1}{2}$	35	35	72	70
Grand total	79	68	84	88	111	154	157

PINE TIMBER.

The receipts have been—in 1867 14,000 tons, against 20,000 in 1866, 14,000 tons in 1865, 13,000 tons in 1864, 10,000 tons in 1863, 9,000 tons in 1862, 48,000 tons in 1861, and 31,000 tons in 1860.

The stock on hand is 9,000 tons, against 3,000 tons December 31, 1866, 400 tons in 1865, 4,500 tons in 1864, 7,000 tons in 1863, 1,600 tons in 1862, and 30,000 tons in 1861. The moderate shipments for the past year, coupled with the increased expenses of getting to market pine of large size and good quality, will reduce the production, and the operations in the woods will be limited.

BIRCH TIMBER.

The receipts for the past year have been 6,000 tons, against 11,500 tons in 1866, 9,000 tons in 1865, 1,300 tons in 1864, and 7,000 in 1863.

The stock on hand is 4,000 tons, against 4,000 tons December 31, 1866, 3,650 tons in 1865, 4,000 tons in 1864, 3,000 tons in 1863, 5,000 tons in 1862, and 10,000 tons in 1861. The operations in the woods will not be excessive, and the production will not likely exceed that of 1867.

Synopsis of the export trade from St. John, N. B., to the United Kingdom.

Year.	Tonnage.	Birch.	Pine.	Deals.
		<i>Tons.</i>	<i>Tons.</i>	<i>Superficial feet.</i>
1852	223, 676	9, 120	85, 128	125, 161, 000
1853	270, 054	8, 156	87, 117	157, 338, 000
1854	256, 363	8, 500	71, 118	141, 080, 000
1855	223, 319	11, 028	76, 681	122, 312, 000
1856	281, 821	12, 120	88, 549	168, 256, 000
1857	225, 734	14, 229	63, 829	134, 195, 000
1858	195, 528	10, 345	57, 051	121, 177, 000
1859	248, 951	11, 145	64, 664	175, 345, 000
1860	212, 022	9, 034	29, 296	146, 384, 000
1861	242, 494	10, 050	28, 861	183, 092, 000
1862	184, 863	6, 115	23, 660	144, 900, 000
1863	237, 449	9, 442	19, 164	187, 767, 000
1864	195, 147	11, 916	15, 531	150, 371, 000
1865	212, 449	9, 466	18, 415	159, 791, 000
1866	213, 606	11, 032	17, 431	160, 136, 000
1867	212, 331	5, 935	8, 370	167, 266, 000

Comparative shipments from St. John, N. B., to the United Kingdom.

To—	1867.				
	No. of ships.	Tonnage.	Birch.	Pine.	Deals.
Liverpool			<i>Tons.</i> 3,601	<i>Tons.</i> 7,325	<i>M. sup. ft.</i> 85,005
London			200		10,299
Clyde			120		2,676
Bristol Channel			175		20,695
Ireland			534	162	45,123
Hull and Grimsby					
Other ports			1,305	883	3,468
Total.....	304	212,331	5,935	8,370	167,266

To—	1866.				
	No. of ships.	Tonnage.	Birch.	Pine.	Deals.
Liverpool			<i>Tons.</i> 6,470	<i>Tons.</i> 13,639	<i>M. sup. ft.</i> 74,911
London					15,465
Clyde			860	2,634	5,892
Bristol Channel			467		15,263
Ireland			469	254	41,491
Hull and Grimsby			1,204		2,654
Other ports			1,562	904	4,460
Total.....	306	213,606	11,032	17,431	160,136

To—	1865.				
	No. of ships.	Tonnage.	Birch.	Pine.	Deals.
Liverpool			<i>Tons.</i> 4,240	<i>Tons.</i> 12,129	<i>M. sup. ft.</i> 80,372
London			561		23,101
Clyde			1,546	4,119	6,869
Bristol Channel			342		12,637
Ireland			908	186	33,347
Hull and Grimsby			375	61	329
Other ports			1,494	1,920	3,136
Total.....	283	212,469	9,466	13,415	159,791

Shipments from St. John, N. B., by the following parties in 1867.

Shippers.	Tonnage.	Birch.	Pine.	Deals.
Alex. Gibson.....	42,932	<i>Tons.</i>	<i>Tons.</i>	<i>M. sp. feet.</i>
H. W. Wilson	38,156	1,846	5,558	34,846
B. Lingley	34,107	1,000		26,472
Guy Stewart & Co.	23,986	62	132	26,827
W. & G. Carvill	18,975	71		20,864
Cudlip & Snider	15,763	924	782	16,380
R. Rankin & Co.	15,198	943	101	12,078
John Robertson	11,024	125		12,053
R. R. Dobell & Co.	6,658	964	1,797	9,069
Other parties.....	5,542			4,112
Total	212,331	5,935	8,370	4,565

Comparative shipments from New Brunswick to United Kingdom.

Ports.	1867.			1867.			1865.		
	Birch.	Pine.	Deals.	Birch.	Pine.	Deals.	Birch.	Pine.	Deals.
	<i>Tons.</i>	<i>Tons.</i>	<i>M. sp. ft.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>M. sp. ft.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>M. sp. ft.</i>
Bathurst	121	110	4, 103	185	550	4, 747	100	440	4, 496
Chatham, Miramichi	784	1, 063	24, 777	1, 356	2, 278	22, 679	1, 709	1, 746	16, 698
Newcastle, Miramichi	486	371	19, 117	1, 321	919	24, 805	1, 433	1, 909	19, 374
Richibucto		384	18, 268	41	100	15, 398	55	511	19, 781
Buctouche			4, 414	5		4, 488	56		4, 276
Shediac			11, 883	338	2	11, 688	581		11, 365
St. George			4, 661			11, 902			9, 113
St. Andrews		132	2, 824	72	40	2, 743			2, 107
St. Stephen and Calais			2, 100			2, 082			2, 046
Total	1, 391	2, 060	92, 147	3, 318	3, 889	100, 512	3, 934	4, 606	89, 256
St. John	5, 935	8, 370	167, 266	11, 032	17, 431	160, 136	9, 466	18, 415	159, 793
Grand total	7, 326	10, 430	259, 413	14, 350	21, 320	260, 648	13, 400	23, 021	249, 047

ST. JOHN—LUTHER P. BLODGETT, *Consul.*

DECEMBER 31, 1867.

Statement showing the description and value of exports from St. John to the United States for the quarter ended this day, (compiled from official invoices.)

Description.	Value, including costs and charges.
Poultry	\$1,825 00
Horses, cattle, swine	7,088 00
Copper ore	1,500 00
Butter	21,660 00
Hemlock bark	1,290 00
Lumber	5,756 00
Hay, flaxseed, barley, oats, wheat, flour, meal, and peas	106,073 00
Sundries	10,766 00
Total	155,958 00
Total for quarter ended March 31, 1867	147,784 00
Total for quarter ended June 30, 1867	188,245 00
Total for quarter ended September 30, 1867	239,994 00
Grand total	731,981 00

Statement showing the area, population, debt, revenue, expenditure, imports, and exports of Canada for the year 1866.

Area and population.	Upper Canada.	Lower Canada.	Total.
Area of square miles*.....	121,260	210,020	331,280
Acres surveyed to December 31, 1864.....	24,629,714	25,197,267	49,826,981
Do.....do.....1865.....	24,756,159	25,563,678	50,321,837
Do.....do.....1866.....	25,031,838	25,871,502	50,903,340
Acres disposed of by sale and free grant to December 31, 1864.....	21,026,204	18,897,269	39,923,473
Do.....do.....do.....1865.....	21,488,342	19,089,355	40,577,697
Do.....do.....do.....1866.....	21,746,655	19,284,734	41,031,389
Population in January, 1852.....	952,004	890,261	1,842,265
Do.....1861.....	1,396,091	1,111,566	2,507,657
Ratio of annual increase per cent.....	4.24 per ct.	2.50 per ct.	.....
Estimated population in January, 1865, assuming the same rate of increase.....	1,655,022	1,226,840	2,881,862
Estimated population in January, 1866, assuming the same rate of increase.....	1,726,980	1,257,480	2,984,460
Estimated population in January, 1867, assuming the same rate of increase.....	1,802,037	1,288,884	3,090,921

	1864.	1865.	1866.
Revenue to December 31, excluding that from loans.....	\$10,918,337	\$10,470,608	\$13,505,125
Expenditure to December 31, excluding redemption of debt....	10,587,142	11,656,368	14,504,276
Funded December 31, less sinking fund.....	60,287,575	60,019,181	59,680,350
Imports, years ended December 31—			
Total value.....	52,498,066	44,227,822	58,943,904
Total duty.....	6,637,503	5,617,811	17,730,428
Total value exports for years ended December 31.....	38,665,446	54,219,759	51,059,272

	1864.	1865.	1866.
Population to the square mile.....	8.69	9.01	9.33
Revenue per head of the population.....	\$3 79	\$3 17	\$4 37
Expenditure per head of the population.....	3 67	3 90	4 69
Debt per head of the population.....	20 93	20 11	19 31
Imports per head of the population.....	18 23	14 82	19 07
Duty per head of the population.....	2 30	1 88	2 50
Exports per head of the population.....	13 42	18 17	16 52

* As the northern and western boundaries have not yet been surveyed, the areas are only approximate.

† Not including surveys of 306,997 acres, chiefly in the Gaspé oil district, not laid off in farm lots.

‡ This amount includes the duty on exports from August 15 to December 31, \$13,065.

Statement showing the number and tonnage of vessels arrived at Quebec during the season of 1867, together with their cargoes, and the value of the same.

DOMINION OF CANADA BY PROVINCES.

From—	No. of Vessels.	Salmon.		Fresh salmon.		Mackerel.		Trout.		Halibut.		Herring.		Cod.		Dry cod.		Other fish.	
		Bbls.	Value.	No.	Value.	Bbls.	Value.	Bbls.	Value.	Bbls.	Value.	Bbls.	Value.	Bbls.	Value.	Drafts.	Value.	Bbls.	Value.
Quebec.....	159	7,825	\$19,183	5,602	\$5,624	711	\$2,703	103	\$235	166	\$559	14,951	\$28,865	11,298	\$39,538	2,410	\$13,938	43	\$150
New Brunswick.....	28	1,430	2,234	1,994	2,237	22	94	6	41	.....	.....	3,146	6,691	1,418	4,369	83	587	2	16
Nova Scotia.....	39	8,301	27,306	248	307	.....	.....	.....	.....	.....	.....	1,188	3,485	167	661	.....	.....	.....	.....
Total quantity and value..	226	17,565	22,487	7,904	8,168	733	2,797	109	576	166	559	19,285	39,041	22,883	44,568	2,493	14,525	45	166

From—	Oysters.	Lobsters.		Sounds.		Blubber.		Seal skins.		Cod oil.		Whale oil.		Seal oil.		Fish oil.		Total value from each province.	
		Bbls.	Value.	Bbls.	Value.	Kgs.	Value.	No.	Value.	Galls.	Value.	Galls.	Value.	Galls.	Value.	Galls.	Value.	Bbls.	Value.
Quebec.....	1,580	\$3,459	20	\$42	115	\$158	.....	2,974	\$875	60,026	\$32,994	19,943	\$11,193	62,727	\$32,936	9,394	\$5,035	.....	\$198,587
New Brunswick.....	4,837	7,463	86	383	.....	.....	.....	320	80	3,455	1,886	.....	.....	.....	.....	274	187	.....	26,972
Nova Scotia.....	379	429	.....	.....	.....	.....	.....	.....	.....	1,620	1,006	120	82	1,200	840	480	348	.....	7,464
Total quantity and value..	6,796	11,351	106	425	115	158	.....	3,294	955	65,101	35,886	20,063	11,275	63,927	33,776	10,148	5,570	.....	223,023

NEWFOUNDLAND.

Whence—	No. of Vessels.	Salmon.		Trout.		Halibut.		Herring.		Cod.		Dry cod.		Other fish.	
		Bbls.	Value.	Bbls.	Value.	Bbls.	Value.	Bbls.	Value.	Bbls.	Value.	Drafts.	Value.	Bbls.	Value.
Bay of Islands.....	4	202	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bay St. George.....	5	335	.....	9	\$62	.....	.....	1,968	\$3,657	.....	.....	2	\$9	.....	.....
Harbor Breton.....	1	53	32	3	12	12	\$84	3,164	6,974	80	\$290	23	48	2	\$10
Harbor Grace.....	1	297	.....	.....	.....	.....	.....	100	500	91	634	.....	.....	.....	.....
Labrador, (without).....	18	1,753	64	9	54	.....	.....	10,166	27,729	143	471	51	392	.....	.....
La Poile.....	1	149	81	21	73	10	40	50	100	.....	.....	.....	.....	.....	.....
Port-au-Basque.....	2	115	.....	.....	.....	.....	.....	.....	.....	3	12	.....	.....	.....	.....
Rose Blanche.....	1	68	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	180	.....	.....
S t. John's.....	7	581	19	.....	.....	20	80	377	754	.....	.....	.....	.....	.....	.....
Total quantity and value.....	42	3,553	222	2,811	42	204	204	15,825	39,714	317	1,437	106	629	2	10

Statement showing the number and tonnage of vessels arrived at Quebec during the season of 1867, &c.—Continued.

NEWFOUNDLAND—continued.

Whence—	Sunds.		Blubber.		Seal skins.		Cod oil.		Seal oil.		Fish oil.		Total value from each place.
	Kegs.	Value.	Bbbs.	Value.	No.	Value.	Galls.	Value.	Galls.	Value.	Galls.	Value.	
Bay of Islands.....							240	\$150			15	\$7	\$3,673
Bay St. George.....							901	419					7,980
Harbor Briton.....	17	\$24	6	\$18									2,179
Harbor Grace.....									6,000	\$3,000			3,000
Labrador, (without).....					1,550	\$510	450	235	890	534	2,561	1,295	32,118
La Paille.....	42	56	1	1			600	300					1,339
Port-au-Basque.....							3,941	2,310					2,372
Rosa Blanche.....			2	10			300	250					510
St. John's.....							3,989	2,365	31,700	18,976			22,285
Total quantity and value.....	59	80	9	29	1,550	510	10,451	6,019	38,590	22,510	2,576	1,302	75,456

PRINCE EDWARD ISLAND.

Whence—	No. of Vessels.	Tonnage.	Herring.		Dry cod.		Oysters.		Lobsters.		Total value from each place.
			Bbbs.	Value.	Drafts.	Value.	Bbbs.	Value.	Bbbs.	Value.	
Charlottetown.....	1	61					5	\$10			\$10
Malpeque.....	3	100	5	\$10	5	\$20	945	1,220	6	\$24	1,274
Total quantity and value.....	4	161	5	10	5	20	950	1,230	6	24	1,284

CANADA, INCLUDING NEWFOUNDLAND AND PRINCE EDWARD ISLAND.

From—	No. of ves- sels.	Salmon.		Fresh salmon.		Mackerel.		Trout.		Halibut.		Herring.		Cod.		Dry cod.		Other fish.		
		Bbbs.	Value.	No.	Value.	Bbbs.	Value.	Bbbs.	Value.	Bbbs.	Value.	Bbbs.	Value.	Bbbs.	Value.	Drfts.	Value.	Bbbs.	Value.	
Quebec.....	159	7,825	1,681	\$19,183	5,662	\$5,624	711	\$2,703	103	\$535	166	\$559	14,951	\$28,855	11,298	\$39,538	2,410	\$13,938	43	\$150
New Brunswick.....	28	1,439	234	2,998	1,994	2,297	22	94	6	41	.....	.....	3,146	6,691	1,418	4,369	83	587	.....	.....
Nova Scotia.....	39	8,301	27	306	248	307	.....	.....	.....	.....	.....	.....	1,188	3,485	1,167	661	.....	.....	2	16
Newfoundland.....	42	3,553	222	2,811	.....	.....	.....	.....	42	201	42	204	15,825	39,714	317	1,437	106	629	.....	.....
Prince Edward Island.....	4	161	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	10	.....	.....	5	20	2	10
Total quantity and value.....	272	21,279	2,164	25,298	7,904	8,168	733	2,797	151	777	208	763	35,115	78,765	13,200	46,005	2,604	15,174	47	176

CANADA, INCLUDING NEWFOUNDLAND AND PRINCE EDWARD ISLAND—Continued.

From—	Oysters.		Lobsters.		Sounds.		Blubber.		Seal skins.		Cod oil.		Whale oil.		Seal oil.		Fish oil.		Total value from each province.
	Bbbs.	Value.	Bbbs.	Value.	Kegs.	Value.	Bbbs.	Value.	No.	Value.	Galls.	Value.	Galls.	Value.	Galls.	Value.	Galls.	Value.	
Quebec	1,580	\$2,459	20	\$42	115	\$158	241	\$800	2,974	\$875	60,026	\$32,994	19,943	\$11,193	62,727	\$32,936	9,394	5,035	\$198,587
New Brunswick	4,837	7,463	86	383	.....	.....	.....	.....	320	80	3,453	1,826	.....	.....	.....	274	480	26,972	26,972
Nova Scotia	379	429	.....	.....	.....	.....	.....	.....	.....	.....	1,620	1,006	120	82	1,200	840	.....	348	7,464
Newfoundland .....	.....	.....	.....	.....	.....	.....	.....	.....	1,550	510	10,451	6,019	.....	.....	38,590	22,510	2,576	1,302	72,456
Prince Edward Island	950	1,230	6	24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,284
Total quantity and value...	7,746	12,581	112	449	174	238	250	829	4,844	1,465	75,532	41,845	20,063	11,275	102,517	56,286	12,724	6,872	309,763

QUEBEC—GEORGE H. HOLT, *Vice-Consul*.

DECEMBER 6, 1867.

We have prepared, as usual, the annual returns of the timber trade, comprising the supply, export and stock of timber, with a statement for the past five years respectively, an average for the same period and five years preceding, together with prices current. The season throughout has been marked by great depression and inactivity, notwithstanding an overabundance of money both here and in the United Kingdom, capitalists having shown an unwillingness to employ their means in the ordinary channels of trade, and until the general distrust gives place to confidence we need not look for much improvement.

White pine.—The stock on hand of this article is of square 13,000,843 feet against 10,875,175 last year, and of wany, 1,905,422 against 762,903. The demand in the first part of the season was very languid, but an improvement took place in August and September, when good quality timber was sold at a fair price, but the season closed with less demand; on the whole prices have been better maintained than could have been expected, considering the state of trade generally and the limited export. The stock wintering is of fair average quality, one-third of which is small size, and the remainder is, with little exception, timber of only moderate dimensions. Owing to the large stock wintering, it is indispensable that the manufacture for next season should be on a small scale if any improvement is to be looked for.

Red pine.—The stock on hand of this article is 3,333,331 feet, against 5,020,415 last year. Although the stock has been very much decreased, still there is no improvement; of what remains there is a good deal of small and inferior, including some two and three year old timber. What is got out next year should be large and good and only to a limited extent.

Tamarack.—The stock on hand is of square 272,613 feet, against 332,139 last year, and of flat 149,959, against 291,227. For large size square wood there appears sufficient encouragement for a limited supply next year; but for flat there is no prospect of any demand.

Hardwoods, oak and elm.—The stock of oak is 1,457,986, feet against 1,417,285, and of elm 884,943 feet, against 1,232,214 last year. Oak has been dull all the season and difficult to dispose of, while for elm there has been a good demand. The stock of oak does not warrant manufacture except upon a very moderate scale and of better quality than what the market has been supplied with this year. If the manufacture of elm should continue to be as good as what it has been, there will be no difficulty in obtaining a ready sale.

Staves.—Stocks have increased of both standard and West India. The demand for standards has not been buoyant, but for W. O. W. I. there has been a good demand all the season. There being more than an average stock on hand, it is needless for us to recommend a moderate supply next winter.

Deals.—Have been in good request, especially spruce, but the stocks on hand of both have increased, as well as the stocks of sawn lumber generally, and unless the demand is unusually good next year there is not the same reason for getting out logs in such quantities as heretofore.

Freights.—Have been unremunerative all summer, ranging from 25s. to 28s. for Liverpool and the Clyde, and 76s. to 80s. for deals to London, and in these days of "strikes" and "unions" the interest of ship-owners, as well as the trade generally, has been seriously affected.

Referring you to the prices current and tables annexed:

Prices current on the 1st December for the years 1863, 1864, 1865, 1866, and 1867.

	1863.		1864.		1865.		1866.		1867.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
White pine, in the raft, for inferior and ordinary, according to average, &c., measured off	0 0 3½	a 0 0 6	0 0 3½	a 0 0 6½	0 0 5½	a 0 0 6½	0 0 6	a 0 0 6½	0 0 5	a 0 0 6½
for superior.....	0 0 7	a 0 0 10½	0 0 7	a 0 0 10½	0 0 8	a 0 0 11	0 0 8	a 0 0 10	0 0 8	a 0 0 10½
in shipping order, according to average and quality.....	0 0 6	a 0 0 10½	0 0 6	a 0 0 10½	0 0 8½	a 0 0 10	0 0 8	a 0 0 10	0 0 9	a 0 0 10½
board, 18 to 21 inch	0 0 10	a 0 0 11	0 0 10	a 0 0 11	0 0 0	a 0 0 0	0 0 1	a 0 0 1 4	0 0 1	a 0 0 1 4
Red pine, in the raft, measured off according to average and quality.....	0 0 7	a 0 0 11	0 0 7	a 0 0 13	0 0 8	a 0 0 11	0 0 6	a 0 0 10	0 0 7½	a 0 0 10
in shipping order, 40 to 50 feet.....	0 0 9	a 0 0 10½	0 0 9½	a 0 0 10	0 0 9	a 0 0 9½	0 0 9	a 0 0 10	0 0 8½	a 0 0 9
Oak, ordinary, by the dram	0 0 2	0 a 0 2 6	0 0 1	6 a 0 1 10	0 0 1	4 a 0 0 0	0 0 1	7 a 0 0 1 8	0 0 1	6 a 0 0 0
Lake St. Clair, measured off, by the dram.....	0 0 2	0 a 0 2 6	0 0 1	6 a 0 1 10	0 0 1	5 a 0 0 0	0 0 1	7 a 0 0 1 8	0 0 1	6 a 0 0 0
Elm, by the raft, according to average and quality	0 0 8	a 0 0 1 3	0 0 8	a 0 0 1 2	0 0 8½	a 0 0 1 0	0 0 10	a 0 0 1 2	0 0 1	0 a 0 0 1 4
in shipping order, 35 to 40 feet.....	0 0 1	0 a 0 1 3	0 0 10	a 0 0 1 1	0 0 9½	a 0 0 1 0	0 0 1	2 a 0 0 1 4	0 0 1	0 a 0 0 1 4
Tamarack, square, according to size, in the raft	0 0 7	a 0 0 11	0 0 7	a 0 0 10	0 0 9	a 0 0 1 0	0 0 10	a 0 0 1 1	0 0 7	a 0 0 10
flatted, according to size, in the raft.....	0 0 4½	a 0 0 8	0 0 4½	a 0 0 7	0 0 5	a 0 0 7	0 0 6	a 0 0 7½	0 0 5	a 0 0 7
Staves, for specification, merchantable.....	44	0 0 a 45 0	50	0 0 a 0 0	45	0 0 a 0 0	65	0 0 a 0 0	47	10 0 a 50 10 0
all pine	47	10 0 a 50 0	53	10 0 a 57 0	50	0 0 a 0 0	67	10 0 a 0 0	52	10 0 a 0 0
W. O. puncheon, merchantable.....	13	15 0 a 14 0	12	0 0 a 0 0	14	0 0 a 14 10 0	18	0 0 a 19 0 0	17	10 0 a 17 10 0
Doals, bright, 1st quality.....	16	10 0 a 17 0	16	10 0 a 0 0	15	10 0 a 16 10 0	18	5 0 a 0 0	16	10 0 a 17 0 0
bright, 2d quality	11	0 0 a 11 6 8	11	0 0 a 0 0	10	6 8 a 11 0 0	12	3 4 a 0 0	11	0 0 a 11 6 8
floated, 1st quality	13	10 0 a 14 0	13	10 0 a 13 15 0	14	10 0 a 15 0 0	15	0 0 a 15 10 0	15	5 0 a 0 0
floated, 2d quality	9	0 0 a 9 6 8	9	0 0 a 9 3 4	9	13 4 a 10 0 0	10	0 0 a 10 6 8	10	3 4 a 0 0
spruce, 1st quality	7	10 0 a 0 0 0	7	10 0 a 0 0 0	8	0 0 a 0 0 0	8	10 0 a 9 0 0	8	0 0 a 8 10 0
spruce, 2d quality	5	10 0 a 0 0 0	5	10 0 a 0 0 0	6	0 0 a 0 0 0	6	10 0 a 7 0 0	6	0 0 a 6 10 0

Stock of lumber in the port of Quebec, including merchantable and culls, on the 1st of December, 1867.

Coves.	Oak.	Elm.	Ash.	Birch.	Basswood.	Tamarack.		Black wal.	White wood.	Butternut.	Cherry.	Maple.	Hickory.	Spruce.	Hemlock.	Buttwood.	White pine, square.
						Square.	Flat.										
Cap Rouge.	1,433	15,432	10,626	2,595	120	5,250	63	---	---	45	68	---	---	---	---	---	1,081,053
Dalhousie.	5,000	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	300,000
Victoria.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
King's End.	4,500	3,900	240	---	---	---	---	---	10,640	140	---	---	1,816	---	---	---	84,580
New London.	110,000	50,000	5,000	---	---	55,000	---	---	---	---	---	---	9,000	---	---	---	350,877
Union.	156,870	1,830	3,430	60	---	8,680	100	480	2,090	30	70	---	2,590	---	105	---	21,500
Sillery, R. R. Dobell & Co.	103,937	30,238	6,220	72	75	139	---	1,260	8,779	---	---	6,520	6,768	---	---	---	787,324
Sillery, Safety & Bridgewater, C. & J. Sharples & Co.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Sillery, James Bowen.	82,259	104,356	11,872	7,675	---	14,562	---	417	4,121	---	589	---	3,306	---	---	---	1,263,238
Pointe à Pizcau.	140,433	57,290	2,244	107	373	9,221	---	3,934	---	---	90	---	---	---	---	---	233,150
St. Michael's.	131	24,037	2,072	---	---	1,896	---	136	---	---	---	---	227	---	---	---	46,948
Woodfield harbor.	89,257	30,458	1,403	---	---	6,842	---	---	1,230	---	---	---	2,000	---	---	---	400,864
Spencer.	75,349	108,376	783	110	1,317	6,029	---	65	1,047	121	---	838	---	181	240	---	919,163
Wolfe's.	67,000	47,000	13,000	1,400	---	9,200	---	---	---	---	---	---	---	---	---	---	352,000
Ottawa.	20,472	13,034	9,694	---	---	---	---	---	---	197	---	---	---	---	---	---	250,703
Cape and L'Ance des Mères.	---	---	48	---	---	---	21,187	---	---	---	---	---	---	---	---	---	---
Cape Blanc, D. Murphy.	750	7,000	---	---	---	---	103	---	205	---	---	---	---	---	---	---	---
Diamond harbor.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Town wharves.	---	---	---	300	---	---	---	---	---	45	---	---	180	---	---	---	---
Lanes.	40,446	13,665	1,865	---	133	60,199	67,506	---	---	---	---	204	---	55	---	---	49,068
St. Charles mill.	1,200	18,500	---	3,000	---	---	300	---	750	---	---	---	---	---	---	---	115,000
Dorchester beach.	1,62	339	---	309	70	258	---	---	---	---	---	---	---	---	64	---	42,353
Dorchester East.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1,247
New Waterford.	---	---	859	36	---	3,519	---	---	---	34	---	886	117	---	---	---	62,442
Montmorenci.	41,066	1,371	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
St. Nicholas mills.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
New Liverpool, Benson & Co.	116,593	55,708	8,032	136	295	9,491	---	5,819	19,343	57	110	35	---	---	33	---	953,197
New Liverpool, Hamilton Bros.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Etchemin.	---	---	269	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Badlow.	68,664	9,170	269	199	90	40,203	---	---	---	---	---	---	1,491	---	48	---	539,587
Mill Cove.	---	477	83	---	---	1,337	---	---	---	---	---	---	---	27	136	---	423,540
St. Lawrence Dock & W. Co.	88,909	158,191	15,192	1,313	886	60,238	1,260	310	712	148	686	940	601	263	60,036	---	1,663,403
Windsor.	15,152	9,743	6,022	3,515	385	23,889	---	---	---	---	---	---	---	---	---	---	336,206
Quebec Warehouse Co.	26,712	41,019	536	---	104	1,426	---	---	---	---	---	---	---	---	---	---	---
Murphy's.	389	315	1,246	---	---	5,454	4,440	16	3,700	67	---	90	---	---	---	---	412,732
Glenburnie.	22,000	100	---	110	---	280	---	---	---	---	---	---	---	---	---	---	370,800
Indian, A. Gilmore & Co.	117,300	74,000	---	9,000	---	3,500	---	500	250	---	---	---	---	---	---	---	990,000
Indian, D. Patton & Co.	62,102	26,645	2,435	210	28	---	---	---	---	---	---	---	---	---	42	92	229,868
T. total.	1,457,986	864,943	121,671	30,147	3,876	272,613	149,959	12,997	52,867	884	1,729	12,253	38,433	742	60,701	92	13,000,843

Stock of lumber in the port of Quebec, &c.—Continued.

Coves.	White pine, wavy.	Red pine.	Stand. staves, merchantable.	Stand. staves, cullings.	W. O. pun. staves—mer.	W. O. pun. staves—cull.	Red oak pun. staves—mer.	Red oak pun. staves—cull.	Standard pine deals.	Stand. spruce deals.	1½ and 2 inch plank.	Pairs ash oars.	Handspikes.	Red pine lat- wood.	Hemlock lat- wood.	White pine masts.	R. pine spars.
Cup Rouge.....	113,091	290,205	M. 35	M. 4	M. 15	M. 15	M. 15	M. 15	266	87					263	139	1,003
Dalhousie.....	1,000	15,000												10	2	25	
Victoria.....									49,826								
Ring's End.....	350	28,320	36	10	3	1	1							2			3
New London.....	250,000	35,000	40	6													
Union.....	2,420	35,990	19	4													
Sillery, R. R. Dobell & Co.....	64,306	80,372	56	7	49	7	15	2					1,160	45		44	
Sillery, Safety & Bridgewater, C. & J. Sharples & Co.....	119,136	228,713	94	10	64	9	15		10,500	2,200				27	335	13	176
Sillery, James Bowen	56,200	97,080	131	12	68	29	19	2	1,610	1,300			166	100	263	53	83
Pointe à Pizzen									500								52
St. Michael's.....		122,349	28	4	1											14	105
Woodfield harbor	17,500	163,074	19	5	18				372				8,632	59	159	21	10
Spencer.....	207,805	405,354	102	13	17	16			88,000					9	118		317
Wolfe's.....	51,000	76,000	42	5	54	6	1										495
Ottawa.....	450	185,979	24	5	3				40,000	44,800	316						640
Cape and L'Ance des Mères.....		31,500															95
Cape Blanc, D. Murphy.....		9,000							48,000	2,500	115,000	680	36			62	
Diamond harbor.....		109					1										
Town wharves.....									20,000	1,500	23,579			10		9	33
Lanes.....	6,000	94,674															
St. Charles mill.....	21,200	21,200															260
Dorchester Beach.....	215	110,337												29			10
Dorchester East.....		54,268														1	
New Waterford.....	1,750	56,260	56	24	13	3			163		843						
Montmorenci.....									600,000	45,000							
St. Nicholas mills.....									29,891	65,939							
New Liverpool, Benson & Co.....	247,728	69,971	67	3	14	13			168,802	4,423	26	8,181		21	10	79	27
New Liverpool, Hamilton Bros.....									170,000	36,000	44,500						
Etchemin.....		129,578							153,321					3	260	32	9
Hadlow.....	106,270								107,411	17,390					1,014	37	113
Mill Cove.....	2,953	85,944							118,889	107,411					269	75	588
St. Lawrence Dock & W. Co.....	330,553	592,499	34	5	18	5			55,000	60,000	29,000	1,422				5	
Windsor.....	23,352	209,027															77
Quebec Warehouse Co.....	109,053	29,985	95	7	75	6	3	1	17,000	95,000	4,500				165	24	130
Murphy's.....																	
Glenburnie.....	22,380	17,000	19	4	1												
Indian, A. Gilmour & Co.....	154,000	93,500	45	4	85	89	44	9	166,400				400	43	182		
Indian, D. Patton & Co.....	17,970	83,843	270	48	85	6	25	4	166,900	700	6,900			6	2		
Total.....	1,905,492	3,333,331	1,212	180	568	205	133	18	1,771,981	651,870	245,641	10,449	10,808	364	3,010	737	4,397

Comparative statement of the supply, export, and stock of lumber to December 1, for the years 1863, 1864, 1865, 1866, and 1867, respectively, with averages for the same period and five years preceding.

Articles.	Supply, from returns from supervisor and others, for years ending December 1.					Average of 5 years supply.	
	1863.	1864.	1865.	1866.	1867.	1858 to 1862.	1863 to 1867.
Timber—							
Oak.....feet..	1,668,818	3,717,012	2,755,089	1,836,153	2,006,924	1,685,984	2,396,799
Elm.....do..	2,953,817	2,649,897	971,014	954,252	930,580	1,206,759	1,691,912
Ash.....do..	683,835	189,778	84,367	116,214	138,965	202,354	242,651
Birch.....do..	213,869	246,841	269,242	339,438	262,733	263,791	266,424
Tamarack.....do..	2,661,679	935,289	446,122	412,874	147,483	448,781	920,689
White pine.....sq. feet..	21,617,465	23,737,268	17,620,235	14,368,370	16,739,545	18,853,090	18,816,576
White pine, wany.....feet..	185,969	735,360	1,247,108	2,245,055	2,799,372		
Red pine.....do..	5,105,029	5,348,638	5,191,935	2,519,885	1,204,751	2,888,033	3,874,047
Staves—							
Standard.....mille..	1,913	1,817	1,914	1,333	2,645	1,620	1,924
Puncheon.....do..	4,688	4,623	1,357	1,558	3,705	2,720	3,126
Barrel.....do..	76	22	3	2	13	23	23
Deals—							
Pine.....standard..	2,505,608	3,013,115	3,708,000	4,216,774	3,450,000	2,417,890	3,378,699
Spruce.....do..	629,657	742,120	697,350	931,918	1,125,000	1,050,592	825,209
Lathwood—							
Red pine and hemlock.....cords..	1,715	2,999	2,992	1,944	2,716	2,900	2,473

Comparative statement of the supply, &c.—Continued.

Articles.	Export, from custom's returns, for years ending December 1.					Average of 5 years export.	
	1863.	1864.	1865.	1866.	1867.	1858 to 1862.	1863 to 1867.
Timber—							
Oak.....feet..	2,085,280	2,463,560	2,699,800	1,897,480	1,793,880	1,338,420	2,188,000
Elm.....do..	2,128,840	1,957,960	1,217,240	1,332,360	1,229,400	1,045,356	1,573,160
Ash.....do..	306,760	121,800	114,800	158,000	146,320	109,912	169,536
Birch.....do..	430,720	358,280	374,680	402,000	381,560	257,416	389,448
Tamarack.....do..	243,680	190,120	280,000	221,880	87,360	52,800	204,608
White pine.....sq. feet }	23,147,520	20,032,520	19,007,880	15,541,320	14,773,880	16,280,844	18,500,624
White pine, wany.....feet }							
Red pine.....do..	4,049,600	3,999,440	3,916,560	3,199,960	2,664,960	2,340,504	3,566,104
Staves—							
Standard.....mille..	2,211	1,826	1,713	1,867	1,537	1,563	1,830
Puncheon.....do }	3,564	2,679	2,750	3,262	2,864	2,601	3,020
Barrel.....do }							
Deals—							
Pine.....standard }	5,207,158	3,686,000	4,888,348	4,778,822	3,613,234	4,315,623	4,263,638
Spruce.....do.. }							
Lathwood—							
Red pine and hemlock.....cords..	5,616	6,188	6,094	4,283	3,844	5,171	5,205

Comparative statement of the supply, &c.—Continued.

Articles.	Total stock, including merchantable and culls, on December 1.					Average of 5 years stock.	
	1863.	1864.	1865.	1866.	1866.	1858 to 1862.	1863 to 1867.
Timber—							
Oak.....feet..	651,145	1,793,082	1,705,799	1,417,285	1,457,986	1,331,615	1,405,059
Elm.....do..	1,595,909	2,332,101	1,769,841	1,232,214	884,943	976,351	1,563,001
Ash.....do..	441,894	406,215	262,647	190,237	121,671	128,115	284,532
Birch.....do..	69,103	74,567	26,503	72,644	30,147	115,070	54,592
Tamarack.....do..	1,098,695	1,048,821	667,716	623,336	422,572	237,509	772,228
White pine.....sq. feet..	13,998,578	17,561,009	12,426,850	10,875,175	13,000,843	13,710,366	13,572,491
White pine, wany.....feet..	1,224,365	301,204	348,187	762,903	1,905,423		
Red pine.....do..	4,197,305	5,382,922	5,949,111	5,020,415	3,333,331	2,413,701	4,776,617
Staves—							
Standard.....mille..	857	916	1,093	425	1,392	1,235	936
Puncheon.....do..	2,292	3,808	2,251	185	924	1,534	1,892
Barrel.....do..	45	18	42				21
Deals—							
Pine.....standard..	1,352,016	1,584,577	1,468,010	979,677	1,771,981	1,351,339	1,431,252
Spruce.....do..	338,608	161,589	191,879	332,573	651,870	481,308	415,303
Lathwood—							
Red pine and hem- lock.....cords..	2,126	1,400	1,590	1,756	3,374	1,990	2 049

Arrivals and tonnage at the port of Quebec for the years 1863, 1864, 1865, 1866, and 1867, and averages of the five years preceding.

	Vessels.	Tons.
Arrivals and tonnage in 1863.....	1,401	742,431
Do.....1864.....	1,098	624,026
Do.....1865.....	1,021	646,115
Do.....1866.....	1,025	605,227
Do.....1867.....	826	548,958
Average of the five years, 1858 to 1862.....	1,096	614,157

RECAPITULATION OF 1867.

	Vessels.	Tons.		Vessels.	Tons.
British.....	696	474,296	Hamburg.....	4	3,114
American.....	2	1,659	Bremen.....	7	4,734
Norwegian.....	99	57,483	Lubeck.....	1	535
Prussian.....	10	4,900			
French.....	3	1,132			
Portuguese.....	4	1,105	Total.....	826	548,958

OCTOBER 31, 1867.

I have the honor to submit the following information in regard to the commerce of this port for the current year :

The trade of Quebec principally consists of receiving timber from the lumbering districts, shipping it to Great Britain, and the construction of new ships, which are chiefly sent to Britain for sale.

The timber trade closed in 1866 with high prices and fair average stocks on hand, but opened very dull in the spring of 1867, in consequence of the demand from Great Britain and ships arriving for cargoes being fewer than usual, and as the manufacture of timber was understood to be about 20 per cent. over the former year prices current the previous autumn were not sustained, and the result has been a dull, declining market through the summer, and prices close about 10 to 12½ per cent. under those of the last autumn with stocks wintering about 25 per cent. in excess, while the ships loaded and cleared will be about 15 per cent. less in tonnage.

Freights opened at about 24s. to 25s. per load for timber, and 70s. per stand-ard for deals, and close about 27s. to 28s., and 80s.; many of the late arrivals having been taken to load grain at Montreal at better rates than timber could afford to pay.

The former freight rates were too low to remunerate ship-owners.

Ship-building has been as much depressed as during the two preceding years; the number launched during the summer being 18 ships and barks, with a tonnage of about 16,500 tons, besides numerous small craft for the local coasting trade. * * *

The number of ships now on the stocks is about 15, work being stopped on most of them. A gentleman, whom I knew here nearly 20 years ago as a ship-builder, informs me that ships built under the inspection of Lloyd's surveyor, to class A 1 seven years, copper-fastened to the bends, fitted with iron knees and iron riders, standing rigging of wire, the frame diagonally braced, straps of iron running from 18 inches below the first foot-hook-heads to gunwale, will cost, delivered at Quebec, \$41 in gold per ton. The through fastenings are as follows: keel, stem and apron, stern posts, lodging and rider knees, clamps, waterways, bilge bolts, preventer butt bolts, arms of breasthooks, plank sheers and all other material fastenings are through-bolted, two-thirds of their treenails passing through the ceiling.

* * * During the year ended the 30th September, 1867, 39 new ships of 21,197 tonnage were sent to Great Britain, and eight ships, 4,546 tonnage, to France. The total amount of exports from this port for the same period was \$8,737,541, of which \$7,721,522 was for Great Britain, being chiefly timber and ships, \$6,167,667; produce of animals, \$51,782; agricultural produce, \$91,365. For the United States, principally lumber, \$150,962, and France, \$262,611, timber and ships.

For the year ended 30th September, 1867, the importations from the United States amounted to \$467,936, of which \$62,228 was tobacco unmanufactured; the other leading articles being sugar, molasses, lard, tallow, tea, salted meats, hardware, anthracite coal, India-rubber goods, glassware, Indian corn, rosin, spirits of turpentine, hops, mill machinery.

An abstract of the invoices which passed through this consulate for the same period will appear in the statement furnished from the United States consulate general at Montreal.

No change has been made in the port dues since the previous report, which are as follows: All vessels reporting at the port of Quebec from sea are liable to a charge of 1*d.* per ton hospital dues, and 1*d.* per ton for water police dues. All vessels, without distinction of flag, coming from sea, discharging ballast or cargo, or loading at the port of Quebec, are charged five cents per ton. There are no light dues charged the shipping.

Large deposits of magnetic iron-sand have been discovered on the north shore of the Gulf of St. Lawrence, and experiments having proved it valuable for conversion into iron and steel it will, without doubt, prove a new source of wealth and industry to the province, and more lucrative than the gold and copper mines of this section, still in process of development.

The harvest throughout the province is reported as having been a beautiful one, and in excess of previous years. This is a most fortunate event the present season, as the business of the tradespeople has been very discouraging generally to them, and the lack of opportunity for employment leaves the mechanic and laborer unusually poor.

The last census of Quebec was taken in 1861, when the population numbered 62,000. It increased to about 70,000, when the great fire occurred here, and the emigration to the United States decreased it by several thousand. There is every prospect of this emigration continuing until some fortunate turn of events change the business aspect of the port of Quebec and revives it to new

life. American capitalists have availed themselves of opportunities to invest in lumbering, mining, and other operations in this district, and proximity to their scene of action is deemed an advantage in their neighborhood, in the stimulating effects of their enterprising and energetic qualities.

The low rate of freights ruling during the summer will account for the appearance of only two American ships arriving at this port this season.

I enclose returns of the number of emigrants arrived at this port to the 1st instant, and comparative statement of arrivals and tonnage to the 31st instant

STATEMENT OF ARRIVALS AND TONNAGE.

Comparative statement of arrivals and tonnage at this port from sea in 1866 and 1867 up to the 31st of October.

1866	1, 008 vessels,	598, 040 tons.
1867	809 “	541, 015 “
	<u> </u>	<u> </u>
Less	199	57, 025 tons less this year.
	<u> </u>	<u> </u>

Number of ocean steamers which arrived here up to this date, and to the corresponding date last year.

1866	51 steamers,	59, 758 tons.
1867	50 “	59, 399 “
	<u> </u>	<u> </u>
	1	359 tons less this year.
	<u> </u>	<u> </u>

Comparative statement of arrivals and tonnage from the lower provinces up to date, and to the corresponding date last year.

1866	192 vessels,	17, 693 tons.
1867	244 “	24, 013 “
	<u> </u>	<u> </u>
More	52	6, 320 tons more this year.
	<u> </u>	<u> </u>

Comparative statement of timber, masts, bowsprits, spars, staves, &c., measured and culled to date, October 31, 1867.

	1865.	1866.	1867.
Wany white pine	1, 242, 551	2, 134, 429	2, 498, 418
White pine	17, 434, 934	13, 979, 372	16, 531, 794
Red pine	4, 151, 936	2, 498, 974	1, 197, 821
Cak	2, 710, 659	1, 767, 933	1, 930, 365
Elm	968, 957	908, 321	882, 422
Ash	84, 367	114, 334	137, 680
Basswood	6, 547	5, 182	8, 353
Butternut	2, 883	1, 270	5, 785
Tamarac	444, 767	412, 833	146, 044
Birch and maple	279, 541	343, 594	283, 669
Masts and bowsprits	974	100	55
Spars	6, 806	996	309
Steamed staves	1, 751. 8. 1. 29	1, 133. 4. 2. 12	2, 531. 0. 0. 29
West India staves	1, 309. 5. 0. 23	1, 484. 5. 3. 19	3, 483. 9. 1. 8
Barrel staves	2. 6. 0. 2	2. 1. 0. 1	11. 7. 3. 18

Return of the number of emigrants arrived at the port of Quebec from the opening of navigation to October 1, 1867.

Number of emigrants arrived directly from England.....	7, 893
Number of emigrants arrived directly from Ireland.....	2, 374
Number of emigrants arrived directly from Scotland.....	1, 613
Number of emigrants arrived directly from Germany.....	5, 312
Number of emigrants arrived directly from Norway.....	11, 257
Number of emigrants arrived directly from Belgium.....	33
Total.....	28, 482

NATIONALITIES.

English.....	3, 953
Irish.....	3, 516
Scotch.....	1, 622
Germans.....	3, 841
Norwegians and Swedes.....	12, 743
Danes.....	511
Bohemians.....	1, 501
Other countries.....	795
Total.....	28, 482

Of these people all the Norwegians, with the exception of about 400, proceeded to the western States, also about three-fourths of the Germans. Two-thirds of the emigrants from Great Britain remained in Canada; the rest were destined chiefly to the eastern States of the Union.

JUNE 30, 1867.

Tabular statement showing the description and value of the export from Quebec, Canada East, to the United States, during the quarters ended June 30 and September 30, 1867, compiled from official invoices.

Description.	Value, including costs and charges.
Household effects.....	\$2, 855 55
Paintings.....	211 00
Lumber.....	9, 049 53
Old glass, paper, hair, &c.....	627 31
Fresh salmon.....	5, 558 50
Horses.....	377 75
Sundries.....	54 95
Total.....	18, 734 59
Total for quarter ended September 30, 1867.....	56, 104 74
Total for six months.....	74, 839 33

AUGUST 19, 1867.

In view of the "magnetic iron sand," which has been found in large quantities on the north shore of the Gulf of St. Lawrence, becoming an article of trade and export of this province, I have the honor to forward herewith, for the information of the Department of State, a sample of the sand in its natural state.

A large load of 151 tons of this sand has been shipped to Burlington, Vermont, for manufacture there.

COATICOOK—CHARLES H. POWERS, *Consul*.

DECEMBER 31, 1866.

Statement showing the description and value of exports from Coaticook to the United States for two quarters ended March 31, 1867, compiled from official invoices.

Description.	Value, including costs and charges.
Lumber	\$30,997 81
Live stock	33,025 86
Timber	435 52
Butter	19,600 85
Wheat	26,595 67
Flour	72,423 00
Hemlock extract	21,430 55
Shanks, bark, and ship knees	6,242 56
Copper ore and scrap iron	6,159 00
Sugar and boxes	437 50
Oats and barley	7,699 66
Paper	720 00
Hops	14,684 94
Masts	964 00
Grain	2,809 58
Pens	399 00
Wool	647 74
Flaxseed and pearlash	4,524 60
Horses	1,844 00
Shorts and shooks	1,487 00
Bran	240 00
Apples	225 00
Slate	1,052 55
Household goods	461 00
Rags	257 36
Regulus	2,412 96
Sundries	4,195 17
Total	259,972 88
Total for quarter ended March 31, 1867	227,935 46

VICTORIA, V. I.—ALLEN FRANCIS, *Consul*.

JANUARY 8, 1867.

I have the honor of submitting herewith my quarterly report for this consulate for the quarter ended December 31, 1866.

Statement showing the nationality, number, and tonnage of vessels entering and clearing at the port of Victoria, Vancouver's Island, for the quarter ended December 31, 1866.

Entered.			Cleared.		
Nationality.	No.	Tons.	Nationality.	No.	Tons.
American.....	53	12,891	American	53	12,863
British.....	9	1,524	British.....	9	1,524
British colonial.....	157	12,560	British colonial.....	155	12,520
Russian.....	1	620	Russian.....	1	620
Total	220	27,595	Total.....	218	27,527

The entrances and clearances embrace all description of vessels from five tons upwards. Three steamers plying weekly and semi-weekly to Puget sound and Frazer river; one ocean steamer to San Francisco, once in 20 days; and one to Portland, Oregon, once in 15 days.

The heavy importations during the quarter were the result of anticipating the consolidation of the colonies, (Vancouver's Island and British Columbia,) which was consummated on the 20th of November last, and whereby Victoria became a dutiable port. The imports from the United States were bonded goods from San Francisco, general merchandise, flour, grain, cattle, sheep, &c.

The treasure shipped from this port per Wells, Fargo & Co. express during the quarter amounted to \$516,545 24.

The exports to the United States during the quarter consisted of dry goods, furs, skins, empty bottles, personal effects, and furniture of families leaving the colonies.

SUMMARY.

As to business during the quarter, general depression and distrust as to the future have pervaded all classes. The credit system, which for several years has predominated in this and the colony of British Columbia, has been abolished. As a sequence to this system, especially in a country like this, where the inhabitants are transient, it is estimated that two-thirds, if not more, of all the business men in the two colonies have been broken up and obliged to pass through bankruptcy, and for which reason more than one-half of the white population have left for other countries.

The colonial parliament is now in session at New Westminster. What measures will be devised to arrest the downward tendencies of the colonies—their prospective and complete prostration—as yet has not transpired or been overshadowed.

APRIL 1, 1867.

I have the honor of submitting the following report for the quarter ending March 31, 1867 :

COMMERCIAL.

Statement showing the nationality, number, and tonnage of vessels entered and cleared at the port of Victoria, Vancouver's Island, for the quarter ended March 31, 1867.

Entered.			Cleared.		
Nationality.	No.	Tons.	Nationality.	No.	Tons.
American	54	12,423	American	54	12,423
British colonies	108	10,650	British colonies	107	10,632
	162	23,073		161	23,055

Trade and business of every character has been dull and steadily declining, and the arrivals and departures of vessels have greatly fallen off between San Francisco and Victoria; only one steamer has been plying, making a voyage once in twenty days. Three steamers have continued their weekly trips—two between this and ports on Puget sound, and one to New Westminster, on Frazer river; and there has also been one running between this port and Astoria twice a month. The two latter are colonial steamers. During the quarter quite a number of small craft, American and colonial included in the above table, ranging from three to twenty-five tons, have entered and cleared.

Navigation and commerce at the port of Victoria, Vancouver's Island, for the quarter ended March 31, 1867.

IMPORTS AND EXPORTS.

The value of imports during the last three months amounted to \$154,130 31, of which \$111,102 were from California, \$31,744 31 from Washington Territory, and \$11,284 from Oregon. The imports represented as from Washington Territory embrace the cattle, sheep, and swine driven from Oregon through that Territory to Puget sound, and shipped on steamers to this port.

The total value of exports for the same period amounted to \$61,692 13½, and were shipped to the following ports: To San Francisco, \$50,691 23; to Astoria, Oregon, \$6,866 65; and to Port Townsend, Washington Territory, \$4,134 25½; of the exports, nearly one-half of the gross amount consisted of household goods of families leaving the colony.

There were no arrivals from England during the quarter.

BRITISH COLUMBIA TARIFF.

The new tariff law which passed the colonial parliament during the present session very materially diminished the amount of imports. The new tariff law, however, provides for bonding goods, and importers have availed themselves of this provision. The duties levied by this tariff are specific and ad valorem. The specific duties embrace the following articles :

Ale and porter in wood, 15 cents per gallon; ale and porter in bottle, 30 cents per dozen, quarts; bacon and hams, 4 cents per pound; barley, oats, field peas,

(malt,) 30 cents per 100 pounds; beans, (split peas,) 1 cent per pound; bitters, \$1 50 per gallon; butter, 10 cents per pound; candles, 5 cents per pound; cheese, 5 cents per pound; cider, 15 cents per gallon; cigars, \$2 per 100, (2 cents each;) coal, \$1 25 per ton; coffee, raw, 3 cents per pound; coffee, manufactured, 6 cents per pound; eggs, 12½ cents per dozen; flour, \$1 50 per barrel.

Fresh fruits, viz: apples, pears, plums, cherries, currants, raspberries, strawberries, and gooseberries, 1 cent per pound; gunpowder, sporting, 6 cents per pound; gunpowder, blasting, 3 cents per pound; hay, \$4 per ton; lard, 5 cents per pound; lime, 50 cents per barrel.

Lumber.—Rough fir and cedar, \$3 per 1,000 feet; dressed fir and cedar, \$5 per 1,000 feet; shingles, \$1 per 1,000 feet; fence pickets, \$2 per 1,000 feet; laths, \$1 per 1,000 feet.

Live stock.—Horses and mules, \$2 per head; beef cattle, \$3 per head; milch cows, \$2 per head; sheep and goats, 75 cents per head; hogs, \$2 per head.

Potatoes, ½ cent per pound; rice, 1½ cent per pound; sugar, raw, 2 cents per pound; sugar, refined, 2½ cents per pound.

Spirits.—(According to proof,) brandy, \$2 per gallon; gin, whiskey, rum, \$2 per gallon; all other kinds, \$2 per gallon.

Tea, 12½ cents per pound; tobacco, 25 cents per pound; vegetables, viz: onions, 2 cents per pound; other kinds, fresh, 1 cent per pound; wheat, 35 cents per 100 pounds.

Wines, viz: Champagne and Moselle, \$3 per dozen quarts; China medicated, \$1 50 per gallon; California red and white, 25 cents per gallon; claret, 20 cents per gallon; port, sherry, and all other descriptions, 75 cents per gallon.

Bran and shorts, 25 cents per 100 pounds; buckwheat, 1 cent per pound; oatmeal, 1 cent per pound; cornmeal, ½ cent per pound; hops, 10 cents per pound; shot, 2 cents per pound.

And the following ad valorem duties.—Axes, 15 per cent.; beef salt, 10 per cent.; billiard and bagatelle tables, 12½ per cent.; blankets, 20 per cent.; boots and shoes, 20 per cent.; bread, 20 per cent.; cards, playing, 50 per cent.; chocolate, 20 per cent.; clothing, ready made, 15 per cent.; confectionery, 30 per cent.; drugs, medicines, 20 per cent.; dry goods, 12½ per cent.; earthenware, 12½ per cent.; fish, preserved, dried, and salted, 15 per cent.; fire-arms, 12½ per cent.; fruits, preserved and dried, 12½ per cent.; hardware and ironmongery, 12½ per cent.; harness and saddlery, 20 per cent.; hemp canvas, &c., 2½ per cent.; leather, 15 per cent.; jewelry, 20 per cent.; machinery, 10 per cent.; matches, 12½ per cent.; meat, preserved, 12½ per cent.; meat, fresh, 20 per cent.; molasses, 12½ per cent.; nails, 12½ per cent.; nuts and almonds, 12½ per cent.; oils, 15 per cent.; opium, 25 per cent.; paints, 10 per cent.; pork, salt, 10 per cent.; plants, trees, and shrubs, 12½ per cent.; poultry, dead and alive, 25 per cent.; quicksilver, 10 per cent.; rope, cordage, twine, 5 per cent.; soap, 15 per cent.; stationery, 12½ per cent.; tinware, 25 per cent.; vegetables, preserved and salt, 10 per cent.; wagons, carriages, 20 per cent.; ‘runks, 12½ per cent.; watches and clocks, 12½ per cent.; window sashes and doors, 20 per cent.; ship-building materials, viz: manufactured sails, 20 per cent.; cotton canvas, 5 per cent.; woodware, 12½ per cent.; yeast powders, 12½ per cent.; all other articles not enumerated in either of the above lists, nor in the following list of free goods, 12½ per cent.

The following articles are admitted free of duty, viz: Agricultural implements, books, (printed and manuscript,) bricks, all fresh fruits not enumerated in schedule of specific duties, coin, gunny sacks, iron and steel, all kinds of woods not enumerated in schedule of specific duties, calves under 12 months old, personal effects, salt, garden seeds, grain for seed, tar and pitch, tin, copper and zinc, wire, (iron and brass,) copper sheets, boiler plates and bolts, and patent metal for ships, iron hoops, sheet iron, rough and partially manufactured woods used in construction for carriages and wagons, and steel springs, anchors,

cables and chains, copper bolts for ship-building, fresh fish, fish oil, whalebone, raw hemp for rope making, tallow, gas retorts, fire clay, furs, hides, lemon and lime juice, guano, wool, oakum, jute, wagon axles, ship-blocks, and junk and blacksmith's coal, and lead in pipes, sheets, and bars.

SUMMARY.

The colonies of Vancouver's Island and British Columbia were consolidated in November last. The friends of this measure predicted that its consummation would reduce the expenses of government, inspire confidence, invite immigration and restore prosperity. Soon after this consolidation and the meeting of the colonial parliament, at New Westminster, the estimates for the current expenses for the ensuing year were laid before that body by the governor, calling for \$701,000. Near \$200,000 of this amount was to pay interest on the public debt. To meet the estimates it became necessary to increase the duties, the road tolls to the mines, and tonnage duties on vessels. Following the adoption of these measures the salaries of the officials were reduced 10 per cent., and works on public improvements suspended. But the adoption of these expedients failed in arresting the people from leaving the colony, and have rather accelerated their exodus. Less than three years ago the colonies of Vancouver's Island and British Columbia were estimated to contain between 15,000 and 20,000 white inhabitants, and Victoria, with its 8,000 or 10,000 people, presented the appearance of a flourishing commercial city, bidding fair to be the second city on the Pacific coast. Besides its commerce with the United States in sailing vessels, it had two and three steamers a month from San Francisco, and ships laden with merchandise and passengers were arriving from England, Australia, China, and Japan—had its established schools, seminaries, and colleges, its churches, literary societies, and three daily papers, all apparently in a state of prosperity.

At this time the United Colonies do not boast of more than 6,000 people, and of this number about 1,500 are in the city of Victoria, a solitary steamer once a month the only communication with San Francisco; no vessels laden with goods and passengers are welcomed from distant countries; its institutions of learning, its churches and literary societies exist only in fine structures and in name, while all but one of the daily papers have suspended.

The looked for mining season, the time for purchasing supplies for the mines, has now arrived. Few miners, however, have made their appearance. There is little or no activity in business, and a settled despondency seems to pervade the whole community.

* * * * *

JULY 1, 1867.

Herewith I have the honor of submitting the following report for the quarter ended June 30, 1867 :

Tabular statement showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Victoria, V. I., for the quarter ended June 30, 1867.

Entered.			Cleared.		
Nationality.	Number.	Tonnage.	Nationality.	Number.	Tonnage.
American	43	10,784	American	43	10,784
British Colonies.....	92	8,363	British Colonies.....	90	8,340
Total.....	135	19,147	Total.....	133	18,124

COMMERCIAL.

During the quarter there has been a gradual and marked decline in trade and business generally. In addition, however, to the regular steamship plying between this port and San Francisco once in twenty days, we have had two American sailing vessels, with light cargoes, on their way for lumber and coal, touching at this port. The English steamer referred to in last quarter's report as running between this port and Portland, Oregon, made only two trips and then sailed for Sitka with a general cargo of American produce. An American schooner took the place of the steamer and is now running regularly. The above are the only changes to be noted under this head during the quarter.

IMPORTS AND EXPORTS.

The total value of imports during the quarter amounted to \$134,100—\$94,307 from San Francisco, \$10,182 from Oregon, and \$29,611 from Washington Territory—consisting principally in flour, bacon, butter, cattle, sheep, tobacco, cigars, opium, &c. Nothing from foreign ports.

The exports for the same period amounted to \$81,269 80; of which \$73,643 38 went to San Francisco, \$5,211 98 to Oregon, and \$2,242 54 to Washington Territory. The exports to San Francisco consisted of furs, skins, coal, iron, and household goods; to Oregon and Washington Territory general merchandise.

THE MINES, ETC.

Reports from the gold districts up to this date are not very encouraging, the season for working successfully, however, having not more than properly commenced. It is reported that about 1,500 miners are located in the different districts of British Columbia; that the roads to the mines are in excellent order; and that provisions are cheap and plenty.

The gold fields near this city are still being worked, though under great disadvantage for want of water. This promises to be remedied in a few weeks by means of a ditch which government for the last year has been constructing. It is predicted that these gold fields will prove rich and remunerative.

Of the numerous coal-fields on this island, but the old one at Nanaimo is being worked. At this mine from 75 to 100 tons of coal are raised daily. It finds a ready market and is excellent for steam purposes.

On Queen Charlotte's Island anthracite coal has been found in several localities; but one mine, however, is being opened and from this shipments are expected to be made this fall.

Coal, lumber, and agricultural products, the main staples of Vancouver's Island, though liberally protected by the colonial government, have failed in producing the results anticipated. There has been no immigration; its coal-fields are still lying dormant; its immense forests of pine and fir, so accessible for shipment, are still neglected, and there has been no increase in the area of cultivated lands. So prostrate has been every branch of business in the colony during the last year that the few remaining commercial houses which stood the panic and depopulation of the country are now contemplating withdrawing from it altogether, unless something is soon foreshadowed indicative of a radical change in the government.

SEPTEMBER 30, 1867.

I have the honor of submitting the following report relating to the commerce and trade of this port for the quarter ended September 30, 1867:

Tabular statement showing the nationality, number, and tonnage of vessels entered at and cleared from the port of Victoria, V. I., for the quarter ended September 30, 1867.

Entered.			Cleared.		
Nationality.	Number.	Tonnage.	Nationality.	Number.	Tonnage.
American	41	10,582	American	41	10,582
British colonial.....	87	7,964	British colonial.....	85	7,908
English	1	425	.....	.....	.....
Russian	1	360	Russian	1	360
Total.....	130	19,331	Total.....	127	18,850

COMMERCIAL, ETC.

Commerce, as well as other industries of Vancouver's Island and the mainland of British Columbia, continue in a most depressed state. Accounts from the gold mines, so far, have had no brightening influence upon the trade and business of the country, but rather have increased the gloom and depression which have been hanging over it. Scarcely a vessel leaves the port without carrying away settlers and citizens, who have become impoverished after laboring in the colony for a greater or less number of years, to seek homes and business in the United States or some other part of the world. So general has this exodus been that Victoria, which had in former years its eight and ten thousand inhabitants, at this time has not more than fifteen hundred. Throughout the colony, now including Vancouver's Island and British Columbia, real estate has depreciated within the last two years more than 75 per cent., and in many instances, for the want of purchasers at any price, farms and improvements have been abandoned. * * * * *

 DEMERARA—P. FIGYELMESY, *Consul*.

Statement showing the export trade from Demerara to the United States of America during the year ended December 31, 1866.

10,314 hogsheads sugar; 803 tierces sugar; 12,361 barrels sugar; 6,868 puncheons molasses; 3,142 casks molasses; 142 hogsheads molasses; 120 barrels molasses; 61 tierces molasses; 193 boxes brandy; 20 cases bitters; 198 barrels peanuts; 1,345 bags peanuts; 2,310 cocoanuts; 12,000 oranges; 10 bags rice; 786 pounds gutta-percha; 10,378 hides; 1,125 sheep skins; 688 tons old iron; 56,395 pounds old copper; 28,593 pounds old brass; 19,646 pounds old lead; 2,511 pounds old tin; 50 pounds old canvas; 260 pounds rope; 3,829 pounds junk; 10 cases metal; 442 pounds arrow root. Total value of invoices during the year \$1,376,354 93.

Comparative statement showing the number of arrivals and departures of vessels, with their tonnage and crews, to and from the port of Demerara, during the year ended December 31, 1866.

Where from.	Arrivals.			Departures.		
	Vessels.	Tonnage.	Crews.	Vessels.	Tonnage.	Crews.
United States of America.....	100	19,884	766	83	16,247	630
Great Britain	197	73,378	2,566	186	56,662	2,574
Calcutta	11	9,527	306			
China	1	641	35			
British West Indies.....	148	11,882	1,010	195	26,777	1,551
Other British colonies	131	21,410	943	80	11,766	600
France	2	252	16	13	1,949	96
Brazil	4	1,119	44			
Venezuela	12	1,069	132	13	1,221	132
Spanish ports	2	139	10	20	3,757	145
Dutch ports.....	61	2,365	346	58	2,593	307
Belgium	1	119	6			
Danish ports	2	104	12	35	8,351	285
Lisbon and Madeira	11	1,179	119	13	2,227	125
Other foreign ports	1	382	13			
Total.....	684	143,450	6,324	696	131,550	6,445

REMARKS.—Of the number of seamen arrived 1,464 were admitted into the seamen's hospital sick, of which 165 died. There were only nine deaths due to other causes than yellow fever.

DECEMBER 31, 1866.

Statement showing the number of immigrants introduced into the colony of British Guiana during the year ended December 31, 1866.

Description of immigrants.	Where from.	Classification.					Total.
		Men.	Women.	Boys.	Girls.	Infants.	
East Indians	Calcutta	1,636	510	148	94	138	2,526
Chinese	Canton & Whampoa.....	738	33	16	2		889
Portuguese.....	Madeira	33	46	17	10	28	134
West Indians	Barbadoes	557	144	25	7	30	757
Total		2,958	733	206	113	196	4,306

Statement showing the exports from Demerara for the year ended December 31, 1866.

78,500 hogsheads sugar; 5,817 tierces sugar; 22,196 barrels sugar; 42,221 bags sugar; 15,180 casks molasses; 27,758 puncheons rum; 4,169 hogsheads rum; 2,466 barrels rum; 519 bales cotton; 25 bags cotton; 249,614 feet timber; 26,345 barrels charcoal; 591,621 cocoanuts; 7,831,250 shingles.

Statement showing the description and quantity of imports at Demerara during the year ended December 31, 1866.

3,830 barrels beef; 25,682 barrels bread; 3,587,675 bricks; 163,894 pounds butter; 248,554 pounds tallow candles; 155,226 pounds compressed candles; 165,940 pounds cheese; 1,689,040 cigars; 35,563 hogsheads coals; 36,801 tons coals; 177,276 pounds cocoa; 203,337 pounds coffee; 3,414 hundred

weight cordage; 23,176 bags corn; 30,331 pounds confectionery; 2,846,449 pounds corn-meal and oat-meal; 72,123 quintals dried fish; 86 barrels salmon; 3,750 barrels mackerel; 8,071 barrels herring; 69,538 pounds smoked fish; 76,181 barrels flour; 6,290 bags ground feed; 6,813 pounds gunpowder; 287,256 pounds hams and bacon; 1,712,830 wood hoops; 12,232 hundred weight iron hoops; 125 horses; 3,006 hogsheads building lime; 3,185 puncheons temper lime; 515,725 pounds lard; 9,759,988 feet lumber; 1,759 hogsheads malt liquors; 66,027 dozen malt liquors; 6,564 gross matches; 243 mules; 43,849 bushels oats; 89,821 gallons oils; 814,563 pounds onions; 11,653 bags peas and beans; 2,261 barrels pitch and tar; 12,494 barrels pork; 38,269 bushels potatoes; 106,400 bags rice; 738,175 pounds hay; 954,438 pounds salt; 237,800 shingles; 55,074 packs shooks; 176,500 slates; 882,362 red oak staves; 816,272 white oak staves; 42 hundred weight refined sugar; 299 hogsheads foreign sugar; 22,930 pounds tea; 274,000 pounds leaf tobacco; 45,428 pounds manufactured tobacco; 8,820 gross tobacco pipes; spirits, brandy, and wines—65,316 gallons; 59,330 gallons gin; 30 puncheons rum; 68 gallons whiskey; 2,158 gallons liquors; 53,739 gallons wines; 2,683 dozens wines; 602,869 pounds soaps.

DECEMBER 31, 1866.

Comparative statement showing the nationality, number, tonnage, and crew of vessels entered at the port of Demerara during the year 1866.

Nationality.	Number.	Tonnage.	Crew.
United States of America	37	7,417	268
British	558	127,477	5,397
France	5	285	37
Dutch	42	1,648	251
Portugese	11	1,547	116
Danish	5	515	39
Prussia	10	2,194	81
Spanish	1	6	3
Italian	3	721	23
German	2	548	19
Hamburg	2	317	14
Russia	1	514	15
Other foreign places	8	2,849	104
Total sailing vessels	685	146,038	6,367

STEAMERS.

British	26
Dutch	24
French	24

MARCH 31, 1867.

Tabular statement showing the description, quantity, and value of the exports from British Guiana to the United States for the several quarters of the year ended September 30, 1867, compiled from official invoices.

Description.	Quantity.	Value, including costs and charges.
Sugar	882 hogsheads, 739 barrels.....	\$83,441 05
Molasses.....	1,973 puncheons, 10 hogsheads, 13 barrels, 897 casks.	70,447 07
Sugar and molasses.....	1,008 barrels, 609 puncheons, 1,070 hogsheads, 206 tierces, 147 casks.	134,619 63
Brandy	50 cases.....	300 00
Molasses, sugar, oxhides, sheepskins, old iron, copper, brass, lead canons.	556 casks, 87 barrels, number 1,009, 444 tons, 18,919 pounds, 36 puncheons.	21,614 25
Total .....	.....	310,422 00
Total for quarter ended Sept. 30, '67..	.....	420,049 87

BELIZE, HONDURAS.—A. C. Prindle, Vice-Commercial Agent.

NOVEMBER 6, 1867.

* * * * *

The fortunes and the prosperity of the colony have been steadily declining for many years, but I think this has at no time been so severely felt as during the last three years.

Cabinet and dye-woods are the principal productions of British Honduras, and are the chief articles of export, mahogany taking the lead in point of quantity and value. But now mahogany is no longer accessible; that is to say, it has been cut on the margins of the rivers, and to such a distance back that the cost of hauling renders it no longer profitable. The price also has declined materially, in consequence, probably, of the substitution of iron for ship-building. I understand the British government has recently sold at auction 5,000,000 feet of mahogany, purchased principally in this colony, for ship-building purposes. Other woods also are less accessible than formerly, and therefore less profitable.

These, then, are, I think, some of the reasons for the general dissatisfaction and discontent of the people.

The cultivation of sugar has been attempted in some quarters, but as yet with no marked success. Great stories are told of the extraordinary yield of sugar cane. It is said, also, that it may be cut and ground the year around; but agriculture has been indirectly resisted, if not directly, by the refusal of the landed proprietors to sell lands, excepting in such quantity as to preclude the possibility of purchase by persons of moderate means.

* * * * *

Cotton does not thrive well in this colony.

Many years must elapse, I think, before sugar can be expected from Belize in any considerable quantity, if this will ever be the case, owing principally, it is supposed, to the lack of capital with which to prosecute the business. There are many citizens of the southern States of the United States here, looking about, but they are mostly persons without means, and although claiming to understand the culture of sugar they find none to advance them the necessary capital.

It is confidently believed here that his excellency the new governor will be able to restore the finances and the prosperity of the colony. In what way, or by what means, I have not yet learned.

Schedule of duties, dues, and taxes on merchandise imported into Belize, Honduras, from 1st August, 1867, to 31st July, 1868.

UNDER 16 VIC., CAP. 4, SEC. 40.

Upon all goods, wares, and merchandise, which shall be imported into British Honduras, a duty of one pound per centum ad valorem, to be calculated on the amount of invoice, with charges and freight.

Wines, spirits, and cordials, per imperial gallon, 50 cents.

Tonnage, 50 cents.

UNDER 27 VIC., CAP. 11.

Upon all goods, wares, and merchandise, which shall be imported into British Honduras, a duty of one per centum ad valorem, to be calculated on the amount of invoice, with charges and freight.

UNDER 30 AND 31 VIC., CAP. 9.

IMPORT DUTIES, ETC.

Agricultural implements and personal effects of agricultural immigrants	Nil.
Books and printed papers	Nil.
Bullion and coin	Nil.
Cattle, neat, per head	\$2 00
Clapboards, per 1,000 lineal feet	5 00
Clothing, army and navy	Nil.
Coals	Nil.
Cocoa, raw and manufactured, per 100 lbs.	2 00
Coffee, per 100 lbs.	2 00
Engines, marine, agricultural, and manufacturing	Nil.
Guinea corn	Nil.
Hammocks, made of grass	Nil.
Horses, mules, and asses, per head	3 00
Ice	Nil.
Logwood and other dyewoods, being indigenous to the colony	Nil.
Lumber dressed, whether on one side or both, and whether grooved and tongued or not, per 1,000 feet	4 00
Lumber undressed, per 1,000 feet	3 00
Machines and machinery, marine, agricultural, and manufacturing	Nil.
Mahogany and other timber, being indigenous to the colony	Nil.
Maize	Nil.
Malt liquors and cider, per imperial gallon, or per six reputed quart bottles, with an allowance of 5 per cent. for breakage	25
Necessaries, regimental and navy	Nil.
Poultry	Nil.
Silver ore	Nil.
Spirits, cordials, and liqueurs, per imperial gallon, or per six reputed quart bottles, with an allowance of five per cent. for breakage	75
Spirits and cordials, <i>excise</i> , at per imperial gallon of 20 proof, verified by Beaume's hydrometer, until Sykes's hydrometer be introduced and its introduction notified by the principal officer of customs, when the	

same duty shall be payable on the strength of proof verified by that hydrometer	\$0 25
and for each additional degree	02
Sugar, per 100 lbs	3 00
Sugar, <i>excise</i> , per 100 lbs	1 00
Swine, except from across the Hondo, each	1 00
Tea, per lb	25
Tobacco, per 100 lbs	3 00
Cigars, per 1,000	3 00
Tortoise shell, unmanufactured	Nil.
Turtles, live, each	75
Vessels	Nil.
Wines, in bulk or bottles, per imperial gallon, or per six reputed quart bottles if in bottle, with an allowance of five per cent. for breakage—	
Port, Sherry, Madeira, and Sparkling Champagne, Sparkling Hock, and Sparkling Moselle	50
Other wines	25
All articles not hereinbefore specifically enumerated, to be calculated on the amount of invoice with charges and freight, an ad valorem duty of eight per cent. with a drawback of three per cent. on unbroken or whole packages.	

DUES AND TAXES.

On every wheel of carts, carriages, and drays, kept and used in Belize drawn by horse and mule	3 00
On every horse or mule kept in the town of Belize, (excepting such as are kept there for not exceeding 32 days, commencing on the 15th day of December in one year and ending on the 15th day of January in the next year, both days inclusive, and excepting such as are used by officers of her Majesty's army)	5 00
On every dog kept in the town of Belize or Corosal	2 00
On every swine and goat kept in the town of Belize	1 00
On every head of kine kept in the town of Belize	2 00

LIGHT DUES.

Per ton on all vessels entering from seaward, that is from any port or place beyond the colonial limits	12½
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HOSPITAL DUES.

Class 1. On vessels of every class entering from any port or place beyond the colonial limits and not within the limits defined for the granting of coasting licenses, for each man, cook, and apprentice to be paid at the time of entry	1 50
Class 2. On all decked vessels and bungs of five tons and upwards entering from seaward, that is, from any port or place beyond the colonial limits but within the limits defined for the granting of coasting licenses, and not possessing such coasting license, for each man, cook, apprentice or boy, to be paid at the time of entry	1 50
Class 3. On all decked vessels and bungs of five tons and upwards entering from seaward, that is, from any port or place beyond the colonial limits but within the limits defined for the granting of coasting licenses, and possessing such coasting license, per month, per man, for the average crew, payable annually by the owner or consignee on the first day of April or on the first entry or clearance thereafter either for the whole of the twelve months commencing on	

such first day of April or for so much of a twelvemonth as may at any such time have to run before the following 1st day of April and to be chargeable against the wages of the seamen.....	\$0 37½
Class 4. On all decked vessels and bungs of five tons and upwards regularly employed in droghing or other lawful business within the limits of the colony and not trading beyond such limits, for each man, cook, or boy, per average crew, per month, to be paid annually by the owner on the 1st day of April for the ensuing year, or as soon thereafter as may be, and to be chargeable against the wages of the seamen.....	37½
Class 5. On all vessels or craft other than those previously named, except vessels of five tons or upwards, entering from any port or place beyond the colonial limits but within the limits defined for the granting of coasting licenses, and not possessing such coasting license, per trip on entry	1 00

LICENSES.

On every license to sell by retail, spirits and cordials, such license to include wines, malt liquors, and cider, which may be consumed upon the premises :	
In Belize, Corosal, Orange Walk, Northern Stann Creek, or Alpines.....	200 00
Elsewhere	75 00
On every license to sell by retail, malt liquors and cider, which may be consumed upon the premises :	
In Belize, Corosal, Orange Walk, Northern Stann Creek, or Alpines.....	75 00
Elsewhere	30 00
On every license to sell, by retail, spirits, cordials, wines, malt liquors, and cider, not to be consumed on the premises.....	30 00
On every license to sell, by retail, spirits, cordials, wines, malt liquors, and cider, in vessels or hotels, to be consumed therein, per annum..	52 00
License to master, supercargo, or seaman, arriving from any port or place beyond the limits defined for the granting of coasting licenses to trade, each voyage.....	100 00

TRANSSHIPMENT DUES.

On produce from Central America, Mexico or elsewhere, each package.	25
On small packages of merchandise—for example, boxes of soap, cases of spirits or wines, each package.....	12½
On iron shipped loose, per ton.....	3 00
On hides, loose, each	03
On all other merchandise, per package.....	50

WHARFAGE DUES.

On every trading craft, other than lighters and ships' boats discharging cargo—	
For lying alongside any public wharf or landing place for a period not exceeding 12 hours.....	25
And after such period of 12 hours, for every day or part of a day—	
On every such craft if under 5 tons.....	25
if 5 and under 10 tons.....	50
if 10 and under 20 tons	1 00
if 20 or upwards	2 00
Such wharfage dues to be paid in advance.	

STORAGE ON GUNPOWDER.

On each barrel per annum or for a fractional part of a year..... \$3 00
 And on small packages proportionably.

STORAGE ON PACKAGES.

On each package left in the customs warehouse, per week, after notice
 in writing to remove the same..... 25

CRANAGE DUTIES.

For each lift 06 $\frac{1}{4}$

TRINIDAD—ORVILLE C. ALLEN, *Consul*.

NOVEMBER 5, 1867.

I transmit herewith the annual synopsis of the condition of trade of this island for the year ended September 30.

The first quarter of the present year bade fair to outdo many previous years, but was succeeded by great and continued stagnation, which exists at date of writing, and although prospects for the ensuing crop appear good, having had long-continued rains, a material decline in cocoa, and continued depression in sugars in Europe, give apprehensions in regard to the next season.

It is to be regretted that this island produces none of the fine qualities of sugar, so largely exported to the United States from Porto Rico, Demarara, and Barbadoes, none but the coarsest grades for refining purposes, which are not wanted in American markets. Consequently none finds its way there. The price of this staple has ranged from \$3 50 to \$4 per cwt. through the year.

The decrease in number of arrivals of American vessels since the commencement of the late war is enormous. In 1861 the number reached 146; in 1862, 66; since which time the number has decreased by regular gradations to the present year, when 23 sums up the amount to date.

The total value of exports for the year reaches \$4,343,872, of which the following produce was exported to the United States: Cocoa, \$58,692 43; molasses, \$228,484 90; asphaltum, \$2,649 32; making a total of \$289,826 65. Exchange on London selling 30 per cent. at sight, \$4 93 per £100. Buying, 30 per cent., \$4 84 per £100. Bills on New York are negotiated at 4 to 5 per cent. No enactments or rules have been made regarding trade during the year. I enclose the latest prices current.

Below I hand you qualities of produce exported for the year ended September 30, 1867, compared with the same for previous 12 months.

Year.	Sugar.		Molasses.		Rum.		Cocoa.	Coffee..	Cotton.	Asphal- tum.
	Lbs.	Trcs.	Bbls.	Puns.	Trcs.	Puns.	Lbs.	Lbs.	Bales.	Tons.
1867...	46,280	7,370	3,610	15,409	515	306	8,141,701	560	148	4,432
1866...	45,853	8,144	5,936	12,045	460	948	5,397,060	13,950	489	15,182

The imports from the United States.

6,482 barrels bread.....	\$33,305 00	2,531 gross matches.....	\$3,310 00
16,892 pounds butter.....	3,555 00	769,833 pounds salt meats.....	84,535 00
88,500 pounds tallow candles..	14,380 00	Sundry packages oil meal and	38,250 00
14,500 pounds sperm candles..	3,235 00	cake.	
5 carriages.....	1,375 00	Split peas.....	5,650 00
51,931 pounds cheese.....	9,960 00	1,766 barrels peas and beans..	2,700 00
9,160 bushels corn.....	13,105 00	Sundry packages potatoes....	870 00
7,919 barrels corn meal.....	39,770 00	Shooks.....	21,520 00
234,950 pounds dried fish.....	10,000 00	18,000 pounds soap.....	750 00
21,857 barrels flour.....	229,460 00	200,500 staves.....	11,000 00
220,388 pounds lard.....	36,275 00	225,902 pounds tobacco.....	45,085 00
62 horses.....	12,200 00	Sundries.....	4,500 00
731 mules.....	126,850 00		
38 000 feet lumber.....	775 00	Total.....	752,415 00

TONNAGE DUTIES.

50 tons and upwards.....	\$0 42
25 tons and under 50 tons.....	30
Under 25 tons.....	6
Ballast, per ton.....	80 to \$1
Literage, per diem.....	5

Export tax on all produce exported.

On sugar, per hogshead.....	\$1 20
On sugar, per tierce.....	80
On sugar, per barrel.....	20
On molasses, per puncheon.....	40
On molasses, per tierce.....	20
On rum, per puncheon.....	80
On cocoa, per 100 pounds.....	26
On coffee, per 100 pounds.....	20

Produce shipped from 1st January to date.

	Nov. 6, 1864.	Nov. 6, 1865.	Nov. 6, 1866.	Nov. 6, 1867.
Sugar { hhds..	39,590	30,765	44,627	46,480
{ tcs..	6,700	5,946	8,255	7,213
{ bbls..	5,375	5,208	5,885½	3,549
Molasses { punches..	14,872	9,050	11,926	15,312
{ tcs..	406	286	456	515
Rum..... punches..	609	933	862	333
Cocoa..... lbs..	4,817,229	6,170,280	4,944,480	7,438,440
Coffee..... lbs..	7,110	25,562	5,780	360
Cotton..... bbls..	373	800	195	148
Indigo { ser..	30	3		
{ ser..		3	2	
Asphaltum.....				3,547

NASSAU, N. P.—T. KIRKPATRICK, *Consul*.

DECEMBER 31, 1866.

Statement showing the description and value of the exports from Nassau for the two quarters ended December 31, 1866, and March 31, 1867.

Description.	Value, including costs and charges.
Old copper, brass, lead, sails, iron, &c.....	\$5,698 76
Sponge.....	10,948 88
Turpentine.....	1,077 60
Oranges.....	651 42
Carriages.....	119 90
Sundries.....	8,680 46
Total.....	27,177 02
Total for quarter ended March 31, 1867.....	14,838 02
Total for quarter ended June 30, 1867.....	22,739 57
Total for quarter ended September 30, 1867.....	23,194 55
Grand total.....	87,939 16

KINGSTON, JAMAICA—AARON GREGG, *Consul*.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value, of exports from this port to the United States, during the quarter ended this day, compiled from consular returns.

Quantity and description.	Value.
	£ s. d.
3 cases preserves, &c.....	7 5 9
38 casks and 24 puncheons rum.....	499 10 4
1 barrel annoth.....	4 10 8
42 barrels cocoanuts.....	17 14 7½
12½ barrels cocoanuts and 1½ barrels bitterwood.....	38 14 9
90½ tons fustic and 1,140 tons logwood.....	2,791 13 5
332½ tons logwood, 2,878 bags, and 140 barrels coffee; 935 bags pimento; 22½ packages and 17 pieces old metal.....	17,194 11 6
25 packages old metal.....	125 10 10½
5 bundles, 6 casks, 4 pieces, 44 barrels old metal; 5 barrels ginger, and 22 bales rags.....	286 7 9
65 bales rags.....	131 8 10
3 barrels old metal, 1 barrel cocoanuts, and 185 tons logwood.....	417 6 9
717 bags, 16 tierces, and 2 barrels coffee.....	2,289 0 7
7 barrels coffee, 536 barrels oranges, (69,300,) 11 barrels and 1 tierce cocoanuts, 3 barrels old metal, 60 boxes lemons, 24 bags pimento, and 22 hides.....	2,359 4 8½
Total for quarter ended December 31, 1866.....	26,163 0 6½
Total for quarter ended March 31, 1867.....	20,537 14 7½
Total for quarter ended June 30, 1867.....	13,892 7 4
Total for quarter ended September 30, 1867.....	10,680 1 11
Grand total.....	71,273 4 5

TURK'S ISLAND—EDWARD MAYNARD, *Consul*.

MARCH 31, 1867.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, compiled from consular returns.

Description.	Value.
Old metal	\$242 83
Old metal, hides, and mahogany	319 46
Mahogany	751 44
Mahogany, hides, and beeswax	796 94
Sugar and molasses	110 29
Salt	5,279 99½
Total for quarter ended March 31, 1867	7,500 95½
Total for quarter ended June 30, 1867	8,826 57½
Total for quarter ended September 30, 1867	18,712 23
Total for nine months	35,039 69

Schedule of the public revenue of the colony of Turks and Caicos islands for the quarter ended March 31, 1867, in comparison with the corresponding quarter in 1866.

Articles.	1867.			1866.		
IMPORTS.	£	s.	d.	£	s.	d.
Ad valorem duties	305	17	7	463	17	9
Alcohol	5	6	0			
Ale, porter, cider, &c	15	6	8	15	13	0
Bay water					4	0
Beans and peas	4	18	0	3	4	9
Bread	11	3	9	6	1	2
Butter	13	17	0	8	15	4
Candles	6	11	10	7	13	7
Cattle	16	16	3	3	12	9
Cheese	6	11	4	6	0	5
Chocolate		19	6	2	2	6
Cigars		13	11			
Cocoa			5		1	0
Coffee	10	15	5	14	16	4
Cordage		2	11	5	5	10
Cordials	1	10	0	2	17	6
Corn	8	1	8	14	1	6
Fish, dried and pickled	13	2	1	5	10	5
Flour, wheat	92	5	2	101	3	3
Flour, corn meal and rye	16	4	0	8	15	6
Lard	13	17	1	9	19	3
Lumber and shingles	48	4	1	15	10	5
Meat, salted or cured	57	15	5	26	18	7
Molasses, sirup, and honey	15	18	10	43	2	0
Oils	4	13	8	12	9	6
Paint	2	12	11	13	1	1
Pitch		10	0	1	2	0
Raisins	3	16	1	2	11	0
Rice	9	17	4	6	4	4
Rum, brandy, gin, &c	346	8	11	457	11	9
Sheep		14	0		14	0

Schedule of the public revenue, &c.—Continued.

Articles.	1867.			1866.		
IMPORTS—Continued.						
	£	s.	d.	£	s.	d.
Shrub				3	12	0
Soap	6	2	6	6	19	8
Sugar	55	5	1	89	17	0
Swine		19	2		8	4
Tea	3	6	0	19	13	0
Tobacco	11	16	2	3	16	6
Wine	6	0	0	29	2	7
	1,118	0	9	1,118	0	9
EXPORTS.						
	£	s.	d.	£	s.	d.
Salt.....1867—94,152 bush. 1866—175,578 bush..	196	3	0	373	5	10
OTHER SOURCES OF REVENUE.						
	£	s.	d.	£	s.	d.
Auction duties	57	3	7	38	15	10
Contribution to widows' and orphans' fund.....	15	5	9	15	5	9
Dog tax	14	11	0	17	7	6
Fees from assistant police magistrate, Salt Cay.....	1	16	0			
Fees from colonial secretary and registrar	13	1	0	17	7	9
Fees from colonial surveyor		10	0		10	0
Fees from judge supreme court and ordinary	8	18	4	6	17	0
Fees from police magistrate	7	12	6	10	2	3
Fines from supreme court	17	2	8			
Light duties	70	16	4	105	11	8
Liquor licenses.....	50	0	0	50	0	0
Police fines	16	14	6	20	13	6
Postage	8	7	8	15	7	2
Post office money-order commissions.....	4	1	11	21	11	0
Public bank profits from July 1, 1866, to March 31, 1867	77	7	10			
Receipt for iron chest lost at Cockbourn harbor.....	4	17	3			
Receipt from general post office, London, for mail service for the year 1867.....	300	0	0	300	0	0
Tax on sale of vessels not registered within the colony.	2	0	0			
	670	6	4	619	9	5

RECAPITULATION.

	1867.			1866.		
	£	s.	d.	£	s.	d.
Imports	1,118	0	9	1,411	9	7
Exports	196	3	0	373	5	10
Other sources of revenue	670	6	4	619	9	5
	1,984	10	1	2,404	4	10

EXPENDITURE.

	1867.		
	£	s.	d.
Salaries and allowances	2,293	16	4
Miscellaneous	227	2	3
	2,520	18	7
On account of refund to Crown revenue for hurricane expenditure in October and November, 1866	1,708	3	7
	4,229	2	2

AUGUST 1, 1867.

I have the honor to forward herewith two copies of the Royal Standard of the 27th ultimo, which contains on its third page a schedule comparing the revenue of this colony for the quarter ending June 30, 1867, with the revenue of the same for the corresponding quarter of 1866. From this it is seen that the amount of receipts for the June quarter of 1866 exceeded those for the June quarter of 1867 by \$417 12, and that the amount of salt exported in the former quarter exceeded that in the latter by 18,946 bushels. It will also be seen that the expenditures for the latter quarter have overrun the receipts by \$2,092 54.

The falling off in the amount of receipts is owing in the first place to the damage done to property by the hurricane of 1866; and secondly to the fact that the weather has been during this spring such as to delay the manufactures of salt. The latter cause of misfortune is, however, now passed, and everything looks well.

I append the general amounts of the schedule, as I have reduced them to United States currency.

Revenue of Turk's and Caicos islands for quarter ending June 30.

From—	1867.	1866.	Difference.
Imports	\$6,626 78	\$7,001 48	Less \$374 70
Exports	2,012 72	2,202 18	189 46
Other sources	2,615 42	2,468 38	Gain 147 04
Total	11,254 92	11,672 04	417 12

The same enclosures also contain on the second page a tabular comparison of the revenue of Turk's and Caicos islands for the two half years ending June 30, respectively, in 1866 and 1867.

The result of my reduction of the table from British to United States currency is as follows :

	1866.			1867.		
	1st quarter.	2d quarter.	Total.	1st quarter.	2d quarter.	Total.
Imports	\$6,775 10	\$7,001 48	\$13,776 58	\$5,366 58	\$6,626 78	\$11,993 36
Exports	1,791 80	2,202 18	3,993 98	941 52	2,012 72	2,954 24
Light	506 80	583 60	1,090 40	339 92	562 24	902 16
Other sources	2,466 66	1,884 78	4,351 44	2,877 60	2,053 18	4,930 78
Total	11,540 36	11,672 04	23,212 40	9,525 62	11,254 92	20,180 54

	Revenue.			Total.
	From imports.	Exports.	Other sources.	
For the quarter ending March 31, 1866	\$6,775 10	\$1,791 80	\$2,973 46	\$11,540 36
For the quarter ending March 31, 1867	5,366 58	941 52	3,217 52	9,525 62
Decrease	1,408 52	850 28	.....	2,014 74
Increase .....	.....	.....	244 06	.....

NOVEMBER 5, 1867.

This district is composed of three ports, Grand Turk, Salt Cay, and East Harbor, the latter representing at present the entire Caicos group.

Of these, Grand Turk, as the seat of government and principal point of business, is the most important, and here the consulate is located. At the other ports are consular agents. Of all these ports, that at East Harbor represents much the largest and most productive portion of the colony, while Salt Cay, the smallest of the three, has during the year ended September 30, 1867, far outstripped it in the amount of exports.

Salt is the staple product and almost the only article of export of the colony, yet on the Caicos islands, cotton and most of the fruits and vegetables of the West Indies were in days long gone largely grown. At present, however, the growth is barely sufficient for the producer's use, and little can be exported.

The cultivation of the staple in the colony is confined to Grand Turk, Salt Cay, and that portion of the Caicos group known as East Caicos, while on the island known as West Caicos is a salt pond, or salina, which I am told is large, rich, and well situated. On this salina much time and money was expended by a company in the United States under the direction of a former consul at this place; but as the work drew near completion doubt as to success seized the company, operations were abandoned, and the salina is rapidly resuming its former condition, being entirely neglected.

The other salinas of the colony were very much damaged by the hurricane of September 30, 1866, but are now, with very few exceptions, repaired and in good working condition. The number of American vessels arrived in the colony during the year ended September 30, 1867, is as follows:

At Grand Turk	47
At Salt Cay	25
At East Harbor	11

Total..... 83

Of these 19 were barks, 30 brigs, 34 schooners, with an aggregate tonnage of 20,909 tons.

The number of seamen inward was 568, and outward 574.

To give an accurate report of the imports and exports of the colony for the commercial year ended September 30 would require me to be such a trespasser on the time of the custom-house officials, now busy, that I only give such report for their commercial year ended December 31, 1866, to which time their "blue book" is made up.

I also give a statement of the amount of exports of the colony to the United States made up from triplicate invoices filed in the consulate and agencies.

The total amount of all imports for the year 1866 was \$269,235 22, of which \$136,208 38, or about $\frac{51}{100}$, was produced in and came from the United States; and \$133,026 84, or about $\frac{49}{100}$, was from Great Britain and other countries.

The total amount of all exports for the same year was \$260,689 16. Of this \$177,782 50, or about $\frac{69}{100}$, was shipped to the United States, and the remainder, \$82,896 66, or nearly $\frac{32}{100}$, to other countries.

The year 1866, compared with the year 1865, shows a decrease in the amount of imports of \$117,404 22, and in the amount of exports of \$36,929 66.

There are several reasons for this great decrease. In the case of imports I am told a large trade between this colony and St. Domingo, which existed during the Spanish blockade, was discontinued by the restoration of peace in that magnificent but unfortunate island, while the hurricane of September 30, by a large destruction of property, assisted in no small degree to decrease the amount of business done. And to these can be added another reason: very unfavorable weather for shipments during the last quarter.

The two last-named causes will apply with equal force to the decrease in the amount of exports for the year ended September 30, 1867.

The amount was as follows:

From—	To—	Bush. salt.	Value.	Value other imports.	Total.
Grand Turk.....	United States..	419, 188	\$52, 987 09	\$12, 603 94	\$65, 591 03
Salt Cay.....	.....	505, 974	59, 780 97	15, 164 59	74, 945 56
East Harbor.....	.....	200, 169	26, 403 65	2, 033 42	28, 437 07
Grand total..	.....	1, 125, 331	139, 171 71	29, 801 95	168, 973 66

REMARKS.—Estimates made by consular offices from invoices.

Of the quantity of salt shipped to the United States 675,193 bushels, or very nearly three-fifths, valued at \$79,333 17, was shipped in American bottoms. The remainder, with very few exceptions, went in vessels under the English flag.

It may also be proper to say, that of the amount given as value of other exports from Salt Cay, about \$10,000 were never exported, the case being as follows: An invoice was brought to the consular agent, declared to and certified, showing a shipment of specie and jewelry amounting to a little over \$10,000.

The articles of export, besides salt, consisted of wrecked stuff, the products of St. Domingo and the Caicos, and one or two lots of old household furniture and books.

The crop (as it is called) during this year has been only about three-fourths the usual quantity, and the total shipments of the staple to all parts, 1,284,242 bushels, are 680,370 bushels less than those of last year.

The price of this staple has averaged, as nearly as I can learn, $11\frac{3}{4}$ cents per bushel of 35 imperial quarts, which is an advance of $2\frac{3}{4}$ cents per bushel on the price for the preceding year.

The revenue of the colony for the year just ended amounted to \$47,413 36; of which \$23,588 36 was derived from imports; \$12,841 42 from exports; \$10,982 56 from other sources.

This shows, as compared with the year ended September 30, 1866, a falling off in the revenue from imports, of \$1, 640 86
 From exports, of 6, 849 12
 From other sources, of 1, 973 06

In all, of 10,463, 04

The average freights between this colony and the United States have been for the past year 75 cents per barrel, 15 cents per cubic foot, and 10 cents per bushel of 75 pounds for salt.

These prices, as all other amounts I have given, are in coin, as reduced from British currency.

The average prices of breadstuffs, provisions, &c., have been for the past year about as follows:

Alewives, \$3 to \$5 per bbl.	Kerosene oil, 30 to 40 cents per gall.
Bacon, 16 to 18 cents per lb.	Lard, 18 to 20 cents per lb.
Beans and peas, \$8 50 to \$10 per bbl.	Lumber, (P. P.), \$30 to \$35 per M.
Beef, spiced, \$25 per bbl.	Lumber, (W. P.), \$25 to \$30 per M.
Bran, 35 to 40 cents per bushel.	Mackerel, \$10 to \$12 50 per bbl.
Bread, navy and pilot, \$5 to \$7 pr. 100 lbs.	Meal, corn, \$6 to \$6 50 per bbl.
Butter, \$30 per 100 lbs.	Molasses, 40 cents per gall.
Candles, adamantine, \$25 per 100 lbs.	Oats, \$1 per bush.
Candles, tallow, \$20 per 100 lbs.	Pork, mess, \$23 to \$25 per bbl.
Cheese, good, \$18 to \$20 per 100 lbs.	Pork, clear, \$25 to \$30 per bbl.
Chocolate, (Baker's, &c.), 50 cts. per lb.	Rice, East India, \$6 per 100 lbs.
Codfish, \$6 per 100 lbs.	Shingles, cypress, \$9 to \$12 per M.
Corn, \$1 25 to \$1 50 per bush.	Shingles, cedar, \$6 to \$8 per M.
Flour, superfine, \$11 to \$12 per bbl.	Shoulders, 15 to 18 cents per lb.
Hake and haddock, \$4 to \$4 50 per 100 lbs.	Soap, \$9 to \$12 per 100 lbs.
Hams, 20 to 22 cents per lb.	Sugar, crushed, \$12 to \$15 per 100 lbs.
Hay, \$28 to \$30 per ton.	Sugar, musco., \$7 per 100 lbs.
Herrings, smoked, 45 to 50 cts. per box.	Tabacco, manufact'd, \$30 per 100 lbs.
	Tabacco, leaf, \$8 per 100 lbs.

As to present status of the colony little need be said. Greatly damaged by the hurricane of 1866, it has not nearly recovered its former prosperity, although much energy has been exerted in the attempt to remove its effects.

The losses by that calamity amounted, as nearly as can be ascertained, to \$364,128.

The number of lives lost on land and in the shipping was 67.

The number of dwelling-houses destroyed was 717, and none in the colony escaped injury.

Besides the damages already mentioned, 11 salt houses and 602 outhouses were destroyed, and 228 water tanks were injured.

The number of persons injured was 206.

The number of foreign vessels destroyed was 9, of colonial vessels 27, and of boats 92.

The amount of salt lost was 982,350 bushels—considerably below the first estimate.

To aid those suffering from these losses, or at least the poorer portion of them, the government of the colony has expended \$10,368 84, and contributions from abroad have been received by the relief committee, appointed for the purpose, amounting to \$37,680 86.

These amounts were distributed by the relief committee, up to the 30th June last, as follows:

In Grand Turk.....	\$26, 162 62
In Salt Cay.....	8, 006 68
In East Harbor.....	4, 765 52
In the Lower Caicos.....	2, 827 72
For Poor Asylum, &c.....	1, 060 80
Total.....	42, 823 34
Leaving on hand for expected emergencies, \$5,226 36.	

Three-fifths of the amounts expended were used in the purchase of building material, and the rest in medical aid, burying dead, removing ruins, and in public repairs.

By means of this aid, domestic and foreign, the laboring class has been restored to a degree of comfort I little expected when I arrived here one year ago, while a very few prosperous years, in their peculiar business, will, I trust, place all the inhabitants in a condition to look upon the misfortunes of 1866 and 1867 as trials met and conquered.

Revenue of Turk's and Caicos islands for quarters ended September 30, 1866 and 1867,

	Imports.	From exports.	Other sources.	Total.
1866.....	\$4,265 66	\$10,810 20	\$3,429 66	\$18,505 52
1867.....	3,786 32	5,382 48	2,599 38	11,768 18
Decrease	479 34	5,427 72	830 28	6,737 34

The amount of salt shipped during the last quarter was 538,248 bushels, which, when compared with 1866, shows a falling off of 142,772 bushels for 1867.

The expenditures of the colony for the September quarter have amounted to \$13,178 18, thus exceeding the revenue by \$1,410

BERMUDA—C. M. ALLEN, *Consul*.

SEPTEMBER 30th, 1866.

The Bermuda or Somers' islands are situated in the western part of the North Atlantic ocean, rather more than 600 miles east-southeast of Cape Hatteras, in north latitude $32^{\circ} 15'$, and west longitude $64^{\circ} 51'$. They are about 250 miles to the north of the latitude of Great Abaco, and nearly in a line from Savannah to Madeira. They consist of about 360 islands and rocks. Although containing so large a number of islets, most of them are very small, and in no direction will the entire group measure 25 miles across. The island of Bermuda proper is fifteen miles long, and averages about three-fourths of a mile wide, being a greater area than all the others combined. The entire area of the land is nineteen square miles. Reefs extend to a distance of about ten miles from land on three sides; through these reefs are several openings at the northwest, Hogfish and Chub-Cuts, where no vessel over 400 tons can enter loaded. Inside the opening the channel is very intricate.

On the southeast side any vessel may approach within a half mile or even less.

On the south side, at the eastern end, are two of the best harbors, St. George and Castle harbors, the latter being used only for quarantine purposes, save in a case of emergency. Vessels drawing more than 19 feet can enter neither harbor in safety, but 23 feet have been taken into St. George's by taking advantage of high tides.

Large vessels can find a tolerably safe anchorage in Grassy bay, near the dockyard, and in Murray's anchorage on the north side.

The soil of the islands, which is not found to any extent, except between the

hills, is very fertile, and so rare and valuable is it that no cereal will ever be cultivated thereon for purposes of profit.

Soil land is worth from \$350 to \$700 per acre.

With small facilities for agricultural pursuits, and little inclination thereto, the imports far exceed the exports, which, as there is no manufacturing enterprise whatever, must of necessity be agricultural.

In 1863 the imports and exports were as follows :

Imports.....	£321,427 5s. 0d.
Exports.....	49,969 0s. 0d.

Value of imports from the United States, £162,526, or nearly one-half the entire amount.

Money, as a general thing, for the past few years has been plentiful. During the rebellion a large influx of United States money took place, mostly from the New Orleans mint, and of a recent date. In a short time it had become so plentiful that a greater part of the circulating medium was United States money. In September, 1867, the merchants resolved to depreciate the value of the United States coin in order to prevent imports and cause exports of the same. The United States silver coins now pass current as follows : \$1 for four shillings sterling, half dollars and quarter dollars in proportion. The dimes will not pass at all in the town of Hamilton, but bring their full value in St. George's. Gold coins are not depreciated, as gold is scarce.

The water used in Bermuda for drinking, &c., is collected mostly in stone reservoirs, to which it is conducted from the housetops or sheds prepared for the purpose by water-pipes. Wells are sunk, but the water there found is brackish. The islands also contain small swamps, rather brackish also. If the hot weather of the summer continues for some time longer than usual, great inconvenience is felt from scarcity of water.

The summer months are very sultry and oppressive. An average of four years shows the maximum reading of the thermometer to have been 85°.85, and the minimum 49. The maximum and minimum readings of the barometer for the same time were 30°.48 and 29°.236, respectively. The rain-fall for the same time was 55.63 inches per year, calculated by average.

The trees are numerous in variety, yet most are of no intrinsic value. The cedar (a kind peculiar to Bermuda) is the only tree used in ship-building. It is a small tree, of slow growth, and is very hard, compact, and brittle, resisting decay. It is of no use for spars. Among the other varieties are the Pride of India; tropical fruit trees of all kinds, save those peculiar to the region of the equator; caoutchouc, and a variety of ornamental kinds, none of which are useful, being of soft material. Wood is little used in house-building, the soft stone of the islands forming the principal material.

No animals are known to be either originating in Bermuda or living in the islands, save the kinds imported, unless birds be excepted. No cattle are raised for food as a general thing, and the best stocks rapidly depreciate. One of the principal means of subsistence is the large quantity of excellent fish in the surrounding waters. Whale fishing, now little carried on, once contributed greatly to the welfare of Bermuda.

During the winter seasons many visit the islands in order to repair damages occasioned by storms or other causes. The refitting of these vessels, with the amount of work which it furnishes, forms an important item in the trade of the islands.

The charges for transacting the business of a disabled vessel are as follows : For all disbursements made on her account, 5 per cent. on the amount.

If the cargo be wholly or partially discharged or reshipped, 2½ per cent. on the invoice value thereof; if sold at public auction wholly or in part, 2½ per cent. additional on all cargo sold.

Auctioneer's commission, 5 per cent. on the amount received.

Government tax, $2\frac{1}{2}$ per cent. on the same amount.

Thus a cargo sold at auction from a disabled vessel pays $12\frac{1}{2}$ per cent. charges in additional to all expenses thereon.

In the winter of 1866-'67 as many as 60 vessels in distress arrived at Bermuda. The value of their cargoes is estimated to have been about \$2,200,000.

In consequence of leaky vessels finding difficulty in making repairs, from being obliged to submit to the ancient and little used practice of heaving down, (sometimes to the keel,) a company called the St. George's Marine Ship Company caused to be built and put in operation a marine slip in the harbor of St. George's. This slip is capable of hauling up the largest vessel that can enter the harbor.

Ship-building is carried on to some extent, and more or less vessels are built each year, but of late years of rather small tonnage.

They are built principally of the cedar of the islands, which is as durable as teak.

POPULATION OF BERMUDA, 1861.

	Whites.	Colored.	Total population.
Males	1,963	2,951	4,914
Females	2,661	2,875	5,536
Total	4,624	5,826	10,450

The above estimate includes none of the military garrison, and of necessity in taking the census, many inhabitants who were then employed as sailors were excluded.

RATES OF PILOTAGE.

Vessels drawing not more than eight feet, from sea, £2 10s.; same draught, to sea, £1 10s.; over eight feet and less than 14 feet, from sea, £2 10s. and 6s. per foot for all over 8 feet in addition; 14 feet and upwards, from sea, 8s. per foot for each foot, to sea, 6s. per foot. In and about the waters of the island, half the usual rates.

Steamers drawing fifteen feet and upwards, five-sixths of the rates for other vessels.

A late act of the colonial legislature allows 10 per cent. in addition to the above rates.

CUSTOM-HOUSE DUTIES.

There is no duty on exports; the duties on imports are as follows, viz:

SPECIFIC DUTIES.

	s. d.
Arrowroot, manufactured, 10s. per 100 pounds	10 0
Arrowroot starch, 6d. per pound	0 6
Wines of all kinds, 20 per cent. on cost .....	....
Malt liquors, per hogshead, 15s.	15 0
All other liquors 3s. per gallon	3 0
Cigars, per 1,000, 8s.	8 0
All preparations of tobacco, (cigars excepted)	0 2
Oxen and cows 4s. per head	4 0

AD VALOREM DUTIES.

Five per cent. on all goods imported, except articles subjected to specific duties, and those contained in the table of exemptions, as follows: Machinery for the manufacture of arrowroot, bullion, books not reprints of British publications, coins, coals, cotton, wool, diamonds, fresh fruit, ice, implements and boats for whaling, manures, grave-stones and monuments, specimens of natural history, plants and trees, provisions for her British Majesty's land and sea forces, passengers' apparel, baggage and professional apparatus, personal and household effects of persons resident of the Bermudas dying abroad, scientific implements for private use and not intended for sale, shrubs, seeds, vegetables, empty barrels, barley for malting, malt and hops.

COMMERCE OF BERMUDA, 1866.

Number, tonnage, and crews of vessels trading at the Bermudas.

Entered.				Cleared.			
Country.	No.	Tons.	Crews.	Country.	No.	Tons.	Crews.
Great Britain.....	32	9,423	332	Great Britain.....	17	5,803	211
British Possessions.	67	12,296	832	British Possessions.	73	14,253	826
Danish	17	6,891	439	Danish	22	8,487	488
Spanish	10	2,005	106	Spanish	11	1,192	78
Dutch	1	30	5	French	3	218	20
Swedish	1	185	7	South American...	4	977	42
St. Domingo	1	150	5	St. Domingo	2	199	10
Marseilles	2	782	21	Genoa	3	545	21
Leghorn	1	397	11	United States	73	15,527	597
Rotterdam	1	756	13	Whaling.....	15	1,622	304
Brussels	1	978	21				
United States	78	14,384	606	Total	223	48,823	2,597
Whaling cruisers..	12	1,214	238				
Total	224	49,791	2,636				

The colony of Bermuda has 61 vessels; aggregate tonnage 9,185 tons.

In this table, it must be remembered, are included the entrances of Bermudian vessels making monthly trips to the United States. The vessels thus trading average five per month, thus giving sixty arrivals and departures of these alone. Bermuda contains but two ports of entry, below named.

Port charges.—Light duty, 4d. sterling per ton.

Royal mail packets.—Under 600 tons, £1 4s.; over 600 tons, £3.

Steamers calling for coal, not trading, same charges as royal mail packets; if trading, 4d. per ton.

St. George's harbor dues.—Under 200 tons, 1d. per ton; over 200 tons, 2d. per ton.

	ENTERED.		CLEARED.	
	St. George's.	Hamilton.	St. George's.	Hamilton.
Number.....	95	129	106	117
Tons.....	27,783	22,008	31,189	17,634
Crew	1,450	1,186	1,578	1,019

EXPORT AND IMPORT TRADES

As before stated, the imports far exceed the exports; at present more so than in former years. Before the liberation of the slaves, oranges and other fruit, sweet potatoes, coffee, and tobacco were staple productions. They are no longer exported. Large quantities of onions, tomatoes, Irish potatoes, and arrowroot are now exported yearly, the vegetables being ready for the United States and West Indian markets in May.

It may be well here to mention that in treating of all matters concerning Bermudian commerce, the statistics of the years of the rebellion have been set aside, the trade having received an unnatural impetus from the presence of so many blockade-running vessels. Nearly all of the goods for the blockade trade escaped duty from being bonded for reshipment. The same was true of the cotton brought from the southern States. In 1861 the value of imports paying duty was £120,666, increasing rapidly to £370,537 in 1864.

The following tables have been prepared from the official records of the colonial government:

Statement showing the revenue, and articles from whence derived, of the island of Bermuda, for the years 1861, 1862, 1863, 1864, and 1865, respectively.

Articles.	Mar. 31, 1861.	Mar. 31, 1862.	Mar. 31, 1863.	Mar. 31, 1864.	Mar. 31, 1865.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Spirits, wines, and malt liquors ..	5,519 13 6	6,714 4 10	9,093 8 1	8,653 4 9	11,250 1 4
Tobacco, snuff, and cigars	298 19 11	349 4 6	444 0 0	427 18 6	529 3 7
Beef cattle	241 16 0	258 0 0	364 16 0	358 15 0	309 12 0
All other imports	2,998 13 3	4,091 17 7	5,794 18 1	6,649 8 0	6,496 4 9
Auction tax	235 14 4	445 0 0	659 13 7	458 1 11	888 3 8
Light tolls	563 14 8	833 10 8	1,023 18 0	1,601 19 0	2,129 5 8
Post office	233 15 0	268 10 4	369 8 2	327 5 3	504 9 9
Miscellaneous	153 8 0	174 16 0	101 15 0	166 6 8	1,972 14 7
Total	10,245 14 8	13,135 3 11	16,251 16 11	19,642 19 11	24,079 15 4

The above table is not intended as a specimen of Bermuda trade, but is the amount of revenue received during the rebellion.

Statement showing the value of the imports and exports of the island of Bermuda for the years 1865 and 1866.

Country.	Imports.		Exports.	
	1865.	1866.	1865.	1866.
United Kingdom	£39,696	£38,305	£6,461	£6,924
British North America	53,757	37,064	9,283	2,775
Demerara	3,078	5,018	1,943	2,764
Bahamas	784	578	1,750	.....
Turk's Islands .....	.....	672	2,539	884
Barbadoes	1,867	4,173	.....	899
Jamaica	273	234	.....	.....
Grenada	58	.....	.....	.....
Trinidad .....	.....	49	.....	.....
Antigua	273	.....	180	354
United States	89,900	99,321	13,234	14,592
Mexico .....	.....	.....	2,110	.....
Saint Domingo .....	.....	.....	619	.....
Danish West Indies	2,092	1,240	958	1,148
Spanish West Indies	9,085	5,210	1,156	1,248
Brazil	114	.....	.....	.....
Italy .....	.....	253	.....	.....
Martinique .....	.....	.....	.....	249
Total	200,963	190,123	40,238	31,842

Table showing the description, quantity, and value of exports from the island of Bermuda during the year ended September 30, 1866, and the countries whither exported.

Country.	Arrowroot.		Onions.		Potatoes.		Tomatoes.		Cedar posts.	
	Quantity.	Value.	Quantity.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Val.
	<i>Tons. cwt. gr.</i>				<i>Bbls.</i>		<i>Bozes.</i>		<i>No.</i>	
United Kingdom	13 2 1	£2,438								
British North America			1,310 pkgs.	£185	25	£19	111	£16		
Antigua			1,550 pkgs.	245	64	51				
Barbadoes			161 bbls.	53	621	417			2,342	£142
Demerara			1,906 pkgs.	429	1,855	1,325				
Bahamas			2,549 pkgs.	318	149	80				
Martinique			890 pkgs.	143	112	66				
Porto Rico			1,800 pkgs.	658	472	444				
St. Thomas			2,550 pkgs.	309	764	510	20	2		
United States	1 1 0	120	30,690 pkgs.	4,038	5,040	3,877	22,111	2,225		

NOTE.—The above is a list of the principal exports during the year 1866.

The total value of exports from Bermuda to the United States for the quarter ended this day consist of spars and old junk to the value of \$147 50. Total for quarter ended September 30, 1867, \$2,255 33. Total for six months, \$2,402 83.

BARBADOES, WEST INDIES—JOS. G. MORTON, *Consul*.

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port for the several quarters ended December 31, 1866, March 31, 1867, and September 30, 1867, compiled from invoice book.

Description.	Value, including costs and charges.
Molasses, sugar, cocoa, skins, metals, tar.....	\$110,340 64
Old metals, tar, and arrowroot.....	6,957 26
Satin wood	22 50
Cocoa, old copper, lead and brass.....	3,008 32
Total for quarter ended December 31, 1866.....	120,328 72
Total for quarter ended March 31, 1867.....	45,480 34
Total for quarter ended September 30, 1867	392,572 00
Total for nine months.....	558,381 06

GIBRALTAR—H. J. SPRAGUE, *Consul*.

APRIL 4, 1868.

* * * * *

In forwarding these returns I have no special comments to make on the ordinary business of this consulate, or upon commerce generally.

Great distress has prevailed throughout the neighborhood of this fortress among the poor and working classes, through the dearness of the necessaries of life, all kinds of cereals having ruled very high, with at times quite a scarcity of bread. The growing crops are, however, looking well, and the weather having lately been quite propitious to vegetation, hopes are entertained for a good

harvest, with some probability of prices in breadstuffs gradually declining as we enter into warmer weather, to the relief of the present distress.

Commercial affairs within this consular district remain very quiet. Sales of most articles are limited to the actual wants of consumers, and there does not appear to be any disposition to operate on speculation in any kind of merchandise, the produce of the United States, supplies of which have been quite regular during the present quarter. During that period the number of vessels arriving here from ports in the United States, with American produce as cargo, either to land here in whole or in part, for sale, or to receive orders to proceed further up the Mediterranean, reaches 24; nine being under our flag, 12 under the British, one under the Italian, and one under the Bremen flag. Petroleum formed the principal article, the consumption of which appears to have increased everywhere, and particularly in Spain since the crops of olive oil have proved scanty and with high ruling prices. The supplies of petroleum that have arrived at this port have been distributed chiefly among the Spanish and Italian markets.

Tabular statement showing the number and nationality of sailing vessels arrived at Gibraltar during the year ended September 30, 1867.

British	814	Schleswig and Holstein	9
Swedish and Norwegian	110	Hamburg	6
Italian	108	Grecian	5
French	75	Peruvian	4
Dutch	71	Bremen	2
American	68	Oldenburg	2
Portuguese	48	Belgian	1
Russian	45	Montevidean	1
Prussian	40	Argentine	1
Austrian	30	Brazilian	1
Mecklenburg	29	Lubeck	1
Hanoverian	23		
Spanish	21	Total	1,530
Danish	15		

Statement showing the number and nationality of steamers arrived at Gibraltar during the year ended September 30, 1867.

British	1,080	Austrian	7
French	134	Italian	5
Spanish	126	American	1
Dutch	33	Portuguese	1
Russian	25		
Belgian	20	Total	1,439
Ottoman	7		

DECEMBER 31, 1866.

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day, compiled from consular returns.

Description.	Value.
Corkwood and corks	\$1,839 87
Preserved fish oil, &c	308 30
Total for quarter ended December 31, 1866	2,148 17
Total for quarter ended September 30, 1867	6,785 92
Total for six months	8,934 09

OCTOBER 2, 1867.

The arrivals of American vessels at this port direct from the United States, bringing cargoes consisting of American produce, have been on a small scale; still the usual quantity of Kentucky and Virginia tobacco, which forms one of the principal trades in this market, has been imported, though conveyed to this port chiefly by Italian vessels; this can easily be accounted for, inasmuch as these foreign vessels being homeward bound from New York, it suited them best to load even at very low rates of freight for this port; it has, however, somewhat interfered with the shipping under our own flag, as American vessels could not possibly afford to accept such low rates of freight, particularly as the freights ruling from the Mediterranean to the United States offered nothing very encouraging; added to which cholera having declared itself in many ports in Sicily and on the coast of Italy, quarantine restrictions and formalities throughout the Mediterranean, and especially on the coast of Spain, have created new embarrassments and expenses, which fall heavily upon shipping generally, and especially upon American vessels, which, being far away from home, cannot change with impunity their destinations or voyages, hence find no inducement for the present to accept Mediterranean charters.

I beg to enclose herewith the returns of the shipping of all nationalities arrived at this port during the past twelve months. There appears to be no falling off in the number of steamers calling here, compared to previous years; the coal trade may therefore be said to continue being an important branch of traffic, and supports a large portion of the working classes throughout this immediate neighborhood; but with regard to commerce generally, or any other matters at this port connected with the trade and navigation of the United States, I have no material change to notice, nor can I ever offer any suggestions as likely to prove of utility with regard to promoting its importance or prosperity.

The crops of cereals having this year proved very indifferent in Spain, foreign wheat and flour are now admitted into that country on paying a small duty.

By the end of the year this recent measure may induce forward shipments of wheat and flour from the United States; but so far, notwithstanding that prices are ruling high in the Levant markets, as well as in those of France, they are yet considerably under those quoted in the United States; it would, therefore, be unreasonable to expect to see a large trade established in cereals direct with Spain, until such time as prices decline in the United States to such figures as will enable importers to compete with the supplies that are now being imported into that country from other quarters. * * *

APRIL 3, 1867.

I herewith transmit the usual quarterly returns and accounts for the quarter ended on the 31st day of March, ultimo.

I have nothing of special importance to report. In Gibraltar, a fortress, where nothing is produced or manufactured, and where every article of domestic consumption is imported, important commercial changes are not likely to occur. Since the 11th ultimo, and after a lapse of eight months, Spain has removed the quarantine she imposed upon this port, which had proved quite detrimental to commerce, and had caused considerable distress to the poor. Here, as well as in the immediate Spanish neighborhoods, these quarantines originated in groundless alarms and did no credit to the Spanish government.

Gibraltar continues to be an important coal depot, and the number of steamers coaling at this port does not decrease. The present price of coal to steamers is \$7 25 per ton of 2,240 pounds, English, less three per cent., which hardly leaves any profit to the importers. This reduction in price is attributed to increased competition among the English coal dealers. The annual imports of coals reach 90,000 tons, a business which gives employment to a large amount of tonnage,

besides assisting much the working classes of this place, who are constantly engaged as coal-heavers on board of hulks and lighters.

I herewith enclose the estimates for the government of Gibraltar for the present year.

Abstract of the probable revenue and expenditures of the colonial government of Gibraltar for the year 1867, showing also the revenue received under similar heads during the year 1865, being the year previous to that in which the estimates were prepared.

RECEIPTS.

Description.	Estimates for 1867.	Revenue. 1865.
	£ s. d.	£ s. d.
Duty on wines	3,000 0 0	2,494 7 0
Duty on spirits	7,032 0 0	7,694 11 7
Wharfage tolls	790 0 0	827 16 3
Port and quarantine dues	7,776 0 0	7,873 16 1
Land revenue	5,300 0 0	5,035 10 1
Rents (exclusive of lands)	785 0 0	918 13 11
Auction dues	600 0 0	727 10 6
Licenses	5,313 1 4	4,740 15 10
Fines, forfeitures, and fees of courts	899 0 0	900 9 6
Fees of office	832 14 8	828 18 5
Sale of government property	25 0 0	2 2 2
Special receipts	-----	3,600 0 0
Probable amount of interest on £2,300	69 0 0	-----
Total	32,421 16 0	35,694 11 4

EXPENDITURES.

Description.	Estimates for 1867.	Expenditures for 1865.
	£ s. d.	£ s. d.
Salaries :		
Fixed establishments	21,510 0 0	
Provisional and temporary	260 0 0	
Allowances	789 0 3	
Office contingency	1,320 18 8	
	23,879 18 11	
Remittances to crown agents for the colonies	897 0 0	
Pensions, retired allowances, and gratuities	1,663 10 0	
Revenue service, exclusive of establishments	150 0 0	
Administration of justice establishment	123 10 0	
Education establishment	303 0 0	
Hospital establishment	975 0 0	
Police and jail establishment	739 13 6	
Rent	50 0 0	
Transport	50 0 0	
Works and buildings	4,919 14 0	
Roads, streets, &c.	680 0 0	
Miscellaneous service	257 0 0	
Total	34,693 6 5	33,809 10 7

	£	s.	d.
Amount of cash in colonial treasury December 17, 1866.....	8,201	4	9
Amount of cash belonging to the colony invested in exchequer bills, the interest on which is received by the crown agent for the colonies in London and accounted for in their accounts current, as regards Gibraltar.....	2,300	0	0
Total amount of cash on hand and interest.....	10,501	4	9

Recapitulation of estimates.

Establishments.	Salaries.		Allowances.	Office contingencies.	Total.
	Fixed.	Provisional and temporary.			
<i>Civil establishment.</i>	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
The governor	5,000 0 0	.....	.....	.....	5,000 0 0
Colonial secretary	1,510 0 0	10 0 0	.....	410 0 0	1,930 0 0
Civil engineer	413 13 9	25 0 0	100 0 0	18 0 0	556 13 9
Collector of revenue	1,910 18 0	10 0 0	.....	107 6 2	2,028 4 2
Inspector of revenue	792 2 2	50 0 0	180 0 0	42 0 0	1,064 2 2
Auditor	125 0 0	.....	100 6 0	18 10 0	243 10 0
Supervisor of markets	279 1 5	.....	40 0 0	61 2 6	380 3 11
Port and quarantine	3,023 7 6	10 0 0	269 0 3	196 0 0	3,408 7 9
Register of births and marriages	50 0 0	.....	.....	15 0 0	65 0 0
Assistant surveyor	500 0 0	.....	.....	.....	500 0 0
<i>Judicial establishment.</i>					
Supreme court	1,699 18 0	40 0 0	.....	86 0 0	1,825 18 0
Attorney general	900 0 0	.....	.....	40 0 0	940 0 0
Court of requests	400 0 0	.....	.....	20 0 0	420 0 0
Coroner	110 0 0	.....	.....	35 0 0	145 0 0
Sitting magistrates' court	150 0 0	.....	.....	33 0 0	183 0 0
Ecclesiastical establishment	826 14 0	75 0 0	100 0 0	60 0 0	1,061 14 0
Medical establishment	245 0 0	.....	.....	.....	245 0 0
Police and jails	3,574 5 2	40 0 0	.....	269 0 0	3,883 5 2
Total	21,510 0 0	260 0 0	789 0 3	1,320 18 8	23,879 18 11

ST. HELENA—THOMAS FITNAM, *Consul*.

MARCH 26, 1867,

* * * As the House of Representatives at its last session unanimously condemned the coolie traffic, I shall endeavor to make out a full statement of the aggregate number of those unfortunates who have been taken from their native homes to go into a new system of slavery now in progress in those islands. I understand that at the beginning of the current year not less than forty ships of heavy tonnage have been chartered by companies for that purpose. This is the best place to give information as to the number of coolies so employed, as every vessel containing them has to touch here for fresh water and vegetables on their way to their respective destinations.

*Comparative statement of the number of vessels which have touched at St. Helena
during the years 1866 and 1867.*

Description of vessels.	1866.	1867.	Increase.	Decrease.
British—				
Vessels of war.....	20	18		2
Transports.....		1	1	
Merchant steamers.....	36	39	3	
Merchant vessels.....	528	504		24
French—				
Vessels of war.....	4	3		1
Merchant vessels.....	58	52		6
Dutch—				
Vessels of war.....	1	2	1	
Merchant vessels.....	104	115	11	
American—				
Vessels of war.....	2	2		
Merchant vessels.....	22	14		8
Whalers.....	38	35		3
Russian—				
Vessels of war.....	2	1		1
Merchant vessels.....	5	3		2
Spanish—				
Vessels of war.....	1	1		
Merchant steamers.....	1			1
Merchant vessels.....	13	23	10	
Egyptian vessels of war.....	1			1
Swedish merchant vessels.....	9	10	1	
Bremen merchant vessels.....	9	5		4
Hambro' merchant vessels.....	30	21		9
Danish merchant vessels.....	4	2		2
Belgian merchant vessels.....	2	2		
Norwegian merchant vessels.....	4	2		2
Italian merchant vessels.....	2			2
Portuguese merchant vessels.....	2	5	3	
Mecklenburg merchant vessels.....	3			3
Havoverian merchant vessels.....	5	1		4
Oldenburg merchant vessels.....	2	1		1
Austrian merchant vessels.....	2	3	1	
Prussian merchant vessels.....	7	14	7	
Detained as slavers.....	1			
Total of all nations—				
Vessels of war.....	31	27		
Transports.....		1		
Merchant steamers.....	37	39		
Merchant vessels.....	850	812		
Grand total.....	918	879		
Increase of merchant steamers.....			2	
Increase of transports.....			1	
Decrease of vessels of war.....			4	
Decrease of merchant vessels.....			38	
Total decrease.....			39	

General abstract of vessels which have anchored or otherwise been communicated with during the year 1867.

Country.	Steamers of war.	Merchant steamers.		Steam trans-ports.		Merchant ves-sels.		Whalers.		Total.	
		Number.	Tonnage as per master's report.	Number.	Tonnage as per master's report.	Number.	Tonnage as per master's report.	Number.	Tonnage as per master's report.	Number.	Tonnage as per master's report.
English	18	39	38,323	1	2,700	504	363,587	.....	.....	562	404,610
French	3	.....	.....	.....	.....	52	22,136	.....	.....	55	22,136
Dutch	2	.....	.....	.....	.....	115	70,641	.....	.....	117	70,641
American	2	.....	.....	.....	.....	14	9,482	35	8,968	51	18,450
Russian	1	.....	.....	.....	.....	3	2,124	.....	.....	4	2,124
Spanish	1	.....	.....	.....	.....	23	13,183	.....	.....	24	13,183
Hamburg . . . . .	.....	.....	.....	.....	.....	21	6,177	.....	.....	21	6,177
Prussian . . . . .	.....	.....	.....	.....	.....	14	5,379	.....	.....	14	5,379
Swedish . . . . .	.....	.....	.....	.....	.....	10	5,290	.....	.....	10	5,290
Bremen . . . . .	.....	.....	.....	.....	.....	5	2,334	.....	.....	5	2,334
Danish . . . . .	.....	.....	.....	.....	.....	2	499	.....	.....	2	499
Belgian . . . . .	.....	.....	.....	.....	.....	2	1,839	.....	.....	2	1,839
Norwegian . . . . .	.....	.....	.....	.....	.....	2	955	.....	.....	2	955
Portuguese . . . . .	.....	.....	.....	.....	.....	5	2,030	.....	.....	5	2,030
Hanoverian . . . . .	.....	.....	.....	.....	.....	1	282	.....	.....	1	282
Oldenburg . . . . .	.....	.....	.....	.....	.....	1	529	.....	.....	1	529
Austrian . . . . .	.....	.....	.....	.....	.....	3	1,058	.....	.....	3	1,058
Total	27	39	38,323	1	2,700	777	507,525	35	8,963	879	557,516

Average number of days passage from the undermentioned places to St. Helena during the year 1867.

Places.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Average.
Algoa bay	22	.....	21	24	27	19	21	23	23	30	.....	.....	23
Akyab . . . . .	.....	.....	.....	.....	79	82	95	102	.....	127	.....	.....	97
Australia . . . . .	.....	59	56	59	70	84	96	.....	73	.....	61	65	69
Ascension . . . . .	.....	.....	5	4	.....	.....	16	.....	4	4	.....	.....	6
Batavia and Java	60	73	68	70	67	65	73	62	58	57	59	64	62
Bourbon	30	.....	.....	.....	35	.....	.....	.....	.....	.....	33	.....	32
Bombay	72	58	64	68	72	80	68	68	62	62	58	.....	66
Bassein . . . . .	.....	.....	.....	.....	.....	85	88	87	82	.....	71	.....	82
Bussoerah	89	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	89
Cape of Good Hope	11	10	10	11	13	10	12	12	11	11	11	12	11
Calcutta	67	64	58	62	78	78	87	95	75	88	77	69	74
Ceylon	55	44	55	66	66	80	74	83	66	.....	72	73	66
China, (all parts)	81	92	66	76	74	72	93	94	90	94	107	92	86
Coast of Africa, (West)	11	7	.....	9	12	9	12	13	.....	11	12	6	10
England, (by steamers)	28	25	23	28	29	24	23	29	27	26	24	23	25
England, (by sailing vessels) . . . . .	.....	84	71	.....	84	48	194	99	.....	66	.....	73	90
Japan	102	81	109	76	93	92	.....	101	.....	113	88	95	95
Kurachee	65	60	58	62	71	84	65	65	65	67	.....	.....	66
Madras	72	95	62	65	75	75	73	62	78	62	75	71	72
Manila . . . . .	.....	71	83	79	75	89	105	72	.....	96	109	100	88
Mauritius	35	33	35	36	37	42	49	42	36	37	40	.....	38
Mozambique	36	50	40	33	.....	53	.....	70	56	41	41	46	46
Moulmein . . . . .	.....	84	.....	.....	84	.....	86	.....	103	89	134	96	96
Madeira, (steamers) . . . . .	.....	.....	.....	24	.....	22	.....	.....	.....	.....	18	21	21
Otaheite . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54	.....	54
Penang	57	74	.....	87	87	.....	.....	.....	.....	88	.....	78	78
Pondicherry	67	57	89	71	.....	79	.....	.....	65	.....	.....	71	71
Port Natal	21	20	.....	24	22	21	.....	.....	.....	22	21	20	20
Port Alfred . . . . .	.....	17	.....	17	.....	.....	.....	.....	.....	.....	.....	17	17
Rangoon . . . . .	.....	.....	.....	77	87	94	91	92	168	85	94	91	91
Singapore	78	75	82	85	53	85	102	.....	109	83	69	82	82
Sumatra . . . . .	.....	64	.....	67	72	.....	61	64	.....	50	64	63	63
Simon's Bay . . . . .	.....	.....	11	11	11	15	.....	.....	.....	13	.....	12	12
St. Vincent, (steamers)	15	10	12	13	15	14	19	15	14	13	.....	14	14
United States . . . . .	.....	.....	.....	.....	65	.....	.....	.....	82	.....	.....	73	73

CAPE TOWN—WALTER GRAHAM, *Consul*.

DECEMBER 31, 1866.

The total value of exports from this port to the United States for the quarter ending this day, (consisting of eight invoices made up of wool, sheep skins, rags, old iron, and old composition,) is £13,264 7s. 2d.

CAPE TOWN—GEORGE GERARD, *Consul*.

SEPTEMBER 1, 1867.

In conformity with consular instructions, I now have the honor to enclose herewith the annual report of commerce of the consulate and the dependencies thereof, chiefly gathered from the official reports of this colony for the year ended December 31, 1866.

A considerable change having taken place since the last report of my predecessor in the tariff of customs and duties for the Cape of Good Hope, I deem it proper to specially report the same, as follows, viz :

Customs.

DUTIES AUTHORIZED TO BE LEVIED UNDER ACT NO. 1 OF 1866.			Spirits of all sorts not exceeding the strength of proof by Sykes's hydrometer, and so in proportion for any greater strength, per gall.		£ s. d.
Ale or beer, per gallon.....	0	0 4	Spirits sweetened or mixed so that the degree of strength cannot be ascertained, per gallon.....		6 3
Butter, per 100 pounds.....	10	6	Spirits, perfumed, per gallon....		7 6
Candles, per pound.....		2	Sugar, viz:		
Cheese, per 100 pounds.....	12	6	Unrefined, per 100 pounds.....		5 6
Chicory, per 100 pounds.....	13	6	Refined, or candy, per 100 lbs...		8 0
Cider, per gallon.....		4	Molasses, per 100 pounds.....		3 0
Cinnamon or cassia, per pound...		6	Tallow, per 100 pounds.....		4 0
Cloves, per pound.....		4	Tamarinds, per 100 pounds.....		5 0
Coals, coke, or patent fuel, per ton of 2,000 pounds.....		9	Tea, per pound.....		7½
Coffee, per 100 pounds.....	13	6	Tobacco, viz:		
Corn and grain, viz:			Not manufactured, per pound ..		6
Barley, per 100 pounds.....		8	Manufactured, (not cigars or snuff,) per pound.....		1 0
Oats, per 100 pounds.....		8	Cigars, (at the option of the officer of customs, per 1,000)....	1	0 0
Maize, per 100 pounds.....		8	Cigars, (at the option of the officer of customs, per pound)...		2 0
Wheat, per 100 pounds.....		8	And 10 per cent. <i>ad valorem</i> in addition in either case.		
Dates, per 100 pounds.....	3	0	Vinegar, per gallon.....		4
Fish, cured, per 100 pounds.....	5	0	Wine, per gallon.....		4 4
Flour, wheaten, per 100 pounds...	2	6	Wood, unmanufactured, per cu. ft.		2
Fruits, dried, viz:			Agricultural implements.....	} For every £100 in value..... £5]	
Currants, raisins, or figs, per 100 pounds.....	10	0	Bottles of common glass for spirits, wine, and beer.....		
Other sorts, per 100 pounds....	5	0	Cement.....		
Ginger, viz:			Corks and bungs.....		
Dry, per pound.....		2	Hops.....		
Preserved, or chow-chow, per lb.		4	Hulls of ships, masts, spars, blocks and gear stranded or condemned.		
Gunpowder, per pound.....		6	Machinery other than agricultural.		
Guns, or gun-barrels, each.....	1	0 0	Malt.....		
Lard, per 100 pounds.....	10	0	Pipes, iron and earthenware ..		
Mace, per pound.....		9	Pitch.....		
Meat, salted or cured, per 100 lbs.		5 0	Resin.....		
Mules, each.....	1	0 0	Seeds—sesame, hemp, and rape ..		
Nutmegs, per pound.....		6	Slates for roofing.....		
Oil, cocoanut, per gallon.....	1	0	Tar.....		
Oil, lamp, per gallon.....		6	Window glass.....		
Paddy, per 100 pounds.....	1	6			
Pepper, per 100 pounds.....	12	6			
Pistols, or pistol barrels, each...	10	0			
Rice, per 100 pounds.....	2	6			
Salt, per ton of 2,000 pounds.....	5	0			
Soap, per 100 pounds.....	3	0			

Goods not being enumerated or described, nor otherwise charged with duty, and not prohibited to be imported into or used in the colony of the Cape of Good Hope, for every £100 value.... £10 0 0

FREE.

Agricultural machinery, namely, reaping, threshing, and winnowing machines.
Animals, living, excepting mules.
Anchors and chain cables for ships' use.
Books and music, printed, and printed stationery for the use of schools.
Bottles of common glass imported full.
Bullion or coin.
Engravings and photographs.
Flour of sulphur.
Guano and other manures.
Ice.
Maps and charts.
Metal composition or sheathing.
Pictures, being oil or water-colored paintings.
Picture frames in use for paintings or engravings.
Provisions or stores of every description imported or supplied for the use of her Majesty's land or sea forces, when the customs duties shall not have been paid thereon.
Ratans.
Seeds, bulbs, or plants.
Specimens, illustrative of natural history.
Staves.
Stones of marble for building or ornamental purposes.
Wine imported or taken out of bond for the use of military officers serving on full pay in this colony, and also for the use of officers of her Majesty's navy serving on board any of her Majesty's ships, subject, however, to such regulations as the governor shall think fit to make; and provided, that if any such wines shall be subsequently sold in this colony, except for the use or consumption of any of her Majesty's military or naval officers serving as aforesaid, the same shall be forfeited and be liable to seizure accordingly.
All articles of naval or military uniform or appointments imported by officers stationed in this colony, for their own use.

By an act of Parliament, No. 4 of 1854, (allowed and confirmed by her Majesty,) which came into operation on the 26th of June, 1855, a duty of 20 per cent. *ad valorem* is payable upon foreign reprints of books and reviews first composed, written, printed, or published in the United Kingdom and protected by the copyright laws.

GOVERNMENT FEES.

Queen's warehouse rent.—A certain sum per week is charged upon goods in proportion to their bulk.

Wharfage and cranage.—The wharf department is under the immediate control of the customs. The tariff of dues in Cape

Town is established under acts No. 20 of 1858 and No. 6 of 1860; at Simon's Town under ordinance No. 6 of 1851; at Port Elizabeth under act No. 10 of 1858; and at Mossel Bay under act No. 7 of 1860. The wharfage dues in Cape Town, Port Elizabeth, and Mossel Bay are appropriated to harbor improvements.

The following are the dues payable at these ports, respectively:

No. 1.—Cape Town.

LANDED.	£	s.	d.
Liquids—			
On every cask of the capacity of 80 gallons imperial or upwards, and containing wine, spirits, or other liquids, per cask.....	0	2	8
Of the capacity of 40 imperial gallons and under 80 gallons, per cask.....	2	0	
Of the capacity of 20 imperial gallons and under 40 gallons, per cask.....	1	4	
Of less capacity than 20 imperial gallons, per cask.....	1	0	
In jars, bottles, or other packages, (not in bulk,) each of the contents of one imperial gallon or upwards, per imperial gallon.....			2
Of less contents than one imperial gallon, per imperial gallon.....			2
Tea, in all packages, per 100 lbs..	1	8	
Coffee, sugar, pepper, sago, salt-petre, tumeric, tamarinds, spices, dates, rice, (grain,) paddy, and drugs, in bags, per bag.....			4
Wheat, barley, oats, rye and other grain, and bran, in bags or bulk, per imperial quarter.....			8
Flour, per 196 pounds.....			8
Tobacco, manufactured, (except cigars,) per cwt.....			8
Tobacco leaf, per cwt.....			6
Cigars, per 1,000.....			4
Manufactures, and all dry goods in cases, bales, or other packages, not otherwise described, measuring 60 cubic feet or upwards, per package.....	8	0	
Do. measuring 40 cubic feet and under 60, per package.....	6	0	
Do. measuring 30 cubic feet and under 40, per package.....	4	8	
Do. measuring 20 cubic feet and under 30, per package.....	4	0	
Do. measuring 10 cubic feet and under 20, per package.....	2	8	
Do. measuring 5 cubic feet and under 10, per package.....	2	0	
Do. measuring 2 cubic feet and under 5, per package.....	1	0	
Do. measuring under 2 cubic feet, per package.....			6
Hams and cheeses not in packages of more than one, each.....			2

	s.	d.
Paint, per ton	8	0
Earthenware, in crates, per crate ..	2	8
Glass bottles, empty, per gross		8
Bricks, tiles, and slates, per 1,000 ..	4	0
Paving stones, per ton	2	0
Cocoanuts, per 1,000	4	0
Ratans, per hundred bundles	3	4
Tar, pitch, and resin, per cask ...		8
Salt and coals, per ton	2	0
Millstones, each	3	4
Fir and teak timber, per load of 50 cubic feet	2	8
Mahogany and timber other than fir or teak, per load of 50 cu. ft.	4	0
Deals, planks, boards, battens, and all wood cut from the log, (except staves,) per load of fifty cubic feet	4	0
Staves, namely—		
Crown pipe, per 1,000	10	0
Crown hogshead, per 1,000	6	8
Other pipe, per 1,000	6	8
Other hogshead, per 1,000	4	8
Barrel and heading, per 1,000 ..	3	4
Masts or spars—		
Under 5 inches diameter, each ..		2
5 to 8 inches diameter, each	1	0
Above 8 inches diameter, each ..	4	8
Heavy goods not otherwise described, per ton	3	4
Horses, mules, and asses, each ...	6	8
Calves, sheep and pigs, each		4
Horned cattle, cows, bulls, and oxen, each	3	4
Ivory, per 100 pounds	2	0
Oars, per 100	10	0
Soap and candles, per box		6

SHIPPED.

Wines, spirits, lime-juice, oil, and other liquids, per 100 imperial gallons	1	4
Beef, pork, butter, candles, tallow, flour, meal, fruits (dried and green,) buchu leaves, biscuit, fish (dried and pickled,) and preserves, per cwt.	4	
Wheat, barley, rye, oats, bran, peas, beans, and lentils, per imperial quarter	8	
Hay, per 100 pounds	4	
Hides of horses and horned cattle, per 100	6	0
Skins, calf, goat, seal, and wild animal, per 100	8	
Sheepskins, per 100	4	
Bones, hoofs, and glue-pieces, per ton	1	4
Horns, per 1,000	2	8
Ivory, per 100 pounds		8
Ostrich feathers, per package	3	4

	s.	d.
Wool, per 100 pounds		8
Argol, aloes, gum, and wax, per ton	2	0
All other articles not enumerated or described, per ton	1	4
If measurement goods not enumerated or described, per 40 cu. ft.	2	0
Horses, mules, and asses, each ...	6	4
Horned cattle, each	2	0
Sheep, goats, and pigs, each		0

EXEMPTIONS.

1. All public stores, naval and military baggage, and personal baggage.
2. All goods coastwise, whether shipped or landed, except imported goods upon which wharfage has not once been paid.
3. Ships' stores, outwards.
4. All goods exported upon which wharfage has been paid upon importation.

No. 2.—*Simon's Town.*

The dues are half the above rates.
The exemptions are the same.

No. 3.—*Port Elizabeth.*

	£	s.	d.
Wool, shipped or landed, per 100 pounds		0	0 3
All other goods shipped or landed, per 100 pounds		5	0

EXEMPTIONS.

1. All public stores, naval or military baggage, and personal baggage.
2. Ships' stores, outwards.
3. All goods shipped, upon which dues have been paid on importation.
4. All goods shipped to or landed from any place within the colony.

No. 4.—*Mossel Bay.*

	£	s.	d.
Wool, shipped or landed, per 100 pounds		0	0 3
All other goods, shipped or landed, per 100 pounds		7	6

EXEMPTIONS.

1. All public stores, naval and military baggage, and personal baggage.
2. Ships' stores, outwards.
3. All goods shipped, upon which dues have been paid on importation.
4. All surplus stores and provisions for the use of whaling vessels.

ARRIVALS AND DEPARTURES.

The following table of arrivals and departures of vessels of all nations, taken from the blue book for 1866 and just issued, will give a full idea of the importance of the commerce of this colony. It will be seen, however, that a very great decrease of American arrivals has taken place, if compared with the arrivals of former years, the cause of which may, I have no doubt, be attributed to the fact that no freight of wool can, as formerly, be procured for direct shipment on account of the high tariff on that produce required by law to be paid in ports of the United States. Another reason may also be given for the decrease of American tonnage in these waters from the fact that many American vessels, having changed colors during the war, now visit the port as foreign vessels and enter as such at the custom-houses.

Tabular statement showing the number, tonnage, and crews of vessels of each nation entered at ports in the colony.

Nationality.	With cargoes.			In ballast.			Total.		
	Ves'ls.	Tons.	Crews.	Ves'ls.	Tons.	Crews.	Ves'ls.	Tons.	Crews.
United States.	11	5,280	236	1	345	33	12	5,645	269
British.	334	171,887	8,001	18	12,591	669	352	184,478	8,670
Colonial.	84	15,388	754	13	2,898	143	97	18,286	897
<i>Foreign countries.</i>									
Europe—French.	11	3,566	145	11	4,836	237	22	8,402	382
Dutch.	14	7,813	265	2	457	39	16	8,270	304
Danish.	2	699	28	.....	.....	.....	2	699	28
Swedish.	4	2,197	60	1	553	20	5	2,750	80
Norwegian.	4	2,957	70	1	390	15	5	3,347	85
Russian.	4	2,021	55	2	1,259	43	6	3,275	98
Prussian.	2	306	15	.....	.....	.....	2	306	15
Hamburg.	18	4,906	198	.....	.....	.....	18	4,906	198
Bremen.	1	334	12	.....	.....	.....	1	334	12
Hanoverian.	5	1,569	59	.....	.....	.....	5	1,569	59
Oldenburg. ....	.....	.....	.....	1	360	17	1	360	17
Mecklenburg.	1	283	11	.....	.....	.....	1	283	11
Lubeck.	1	570	15	1	385	15	2	955	30
Italian. ....	.....	.....	.....	1	1,026	28	1	1,226	28
Total.	496	219,776	9,924	52	25,115	1,259	548	244,891	11,183
<i>COASTING.</i>									
United States. ....	.....	.....	.....	1	393	10	1	393	10
British.	129	62,469	3,306	13	3,600	143	142	66,069	3,449
Colonial.	183	11,219	949	8	344	38	191	11,563	987
<i>Foreign countries.</i>									
Europe—France.	1	170	9	.....	.....	.....	1	170	9
Hamburg.	5	1,075	50	.....	.....	.....	5	1,075	50
Norwegian.	1	490	14	1	419	13	2	909	27
Total coastwise.	319	75,423	4,328	23	4,756	204	342	80,179	4,532
Grand total.	815	295,199	14,252	75	29,871	1,463	890	325,070	15,715

Tabular statement showing the number, tonnage, and crews of vessels of each nation cleared at ports in this colony.

Nationality of vessels.	With cargoes.			In ballast.			Total.		
	Ves'ls.	Tons.	Crews.	Ves'ls.	Tons.	Crews.	Ves'ls.	Tons.	Crews.
United States	8	3,740	159	3	909	85	11	4,649	244
British	305	165,412	7,831	24	12,869	582	329	178,281	8,413
Colonial	102	17,445	929	5	848	46	107	18,293	975
<i>Foreign countries.</i>									
Europe—French	11	3,837	158	9	4,086	204	20	7,913	362
Belgian	1	437	16				1	437	16
Dutch	13	7,723	240	4	1,210	66	17	8,433	306
Danish				1	434	17	1	434	17
Swedish	5	2,466	70	1	553	20	6	3,019	90
Norwegian	3	2,106	41	2	980	34	5	3,086	75
Russian	3	1,601	42	2	1,254	43	5	2,855	85
Prussian	1	200	10				1	200	10
Hamburg	11	2,717	112	2	770	26	13	3,487	138
Bremen	1	335	13				1	335	13
Oldenburg				1	360	17	1	360	17
Mecklenburg	1	283	11				1	283	11
Lubeck	1	570	15	1	385	15	2	955	30
Italian	1	1,026	28				1	1,026	28
Total	467	209,388	9,675	55	24,658	1,155	522	236,046	10,830
<i>COASTWISE.</i>									
United States				1	393	10	1	393	10
British	128	60,006	3,256	15	3,977	161	143	63,983	347
Colonial	159	10,529	860	29	933	106	188	11,462	966
<i>Foreign countries.</i>									
Europe—French				1	170	8	1	170	8
Danish	1	265	11				1	265	11
Swedish	1	374	12				1	374	12
Norwegian	1	420	13	1	490	14	2	910	27
Hamburg	10	2,328	105				10	2,328	105
Total coastwise	300	73,922	4,257	47	5,963	299	347	79,885	4,556
Grand total	767	283,310	13,932	102	30,621	1,454	869	313,931	15,386

IMPORTS AND EXPORTS.

The total value of the imports from the United States into this colony for the year ended December 31, 1866, has been £66,799.

The imports consisted chiefly of agricultural implements, biscuits, wheat, maize, flour, whale and petroleum oil, &c.

The total value of exports from the colony to the United States for the same period has been £373 0s. 23d.

The exports consisted chiefly of wool, rags, metal, buchu, bones, ivory, &c.

[Extract from despatch No. 10.]

Table Bay now a safe port.

This port has heretofore been considered by mariners of all nations as a very dangerous one, particularly in the winter months, that is, during June, July, and August, when constant gales are blowing from the south; very few vessels indeed dare to approach the bay in the stormy season.

About seven years ago the authorities of the port, in order to afford protection to vessels lying in the harbor, commenced building a dam or breakwater, which is now fast approaching completion, and which when finished will be a truly noble work, combining beauty with great solidity. * * *

This port has been recently visited by much severe weather; but, owing to the protection which has been afforded to the shipping by the breakwater, no casualties to any of the vessels in the harbor have followed. * * *

OCTOBER 18, 1867.

* * * * *

It will be seen that no arrivals nor departures have taken place within the four consular agencies of this consulate during the quarter ended September 30th, last past, for the reason, I believe, of the high tariff on wool, which article has always been the chief exportation of this colony to the United States. Mr. Flanders, the United States consular agent at Port Elizabeth, speaks as follows in his letter under date 11th instant, enclosing the returns of his district to me: "I do not see much prospect of a revival of the American trade until there is a change of the present tariff." (on wool.)

We see, however, a few American bottoms under English colors doing business between this port and Boston, but to a very limited extent. Truly, the United States tariff on wool has been the destruction of American navigation in these waters.

[illegible]

Detailed statement of the yearly exports of sugar from the colony of Mauritius during the last ten years.

Year.	Quantity ex- ported.	Average price.	Value.
	<i>Pounds.</i>		
1857	229,321,468	\$6 65	\$15,127,191
1858	236,779,843	5 65	13,394,014
1859	247,948,302	5 67	14,074,725
1860	261,256,452	5 37	14,056,961
1861	221,160,274	5 17	11,424,982
1862	267,996,746	4 81	12,255,308
1863	274,248,446	4 37	12,278,951
1864	233,977,896	5 82	13,691,891
1865	266,056,081	5 27	14,034,038
1866	248,395,089	5 33	13,252,695

Returns of the produce, stock, &c.

Name of the county, district, or parish.	Nature of the crop and the number of acres of land in each crop.										Number of stock.					Nature of the produce and the quantity of each.	
	Sugar.	Vanilla.	Maize.	Manioc.	Potatoes.	Coffee.	Fruits and vegetables.	Forest.	Pasture.	Total number of acres in crop.	Number of acres of waste and uncultivated land.	Horses, mules, and asses.	Horned cattle.	Sheep and goats.	Swine.	Sugar.	Rum.
Port Louis.....	14,000	.....	250	350	30	12	125	300	1,600	.....	1,900	9,600	2,000	900	500	15,000	260,119.6
Pamplemousses.....	13,950	.....	75	1,350	225	.....	930	400	4,770	15,817	45,150	1,300	600	9,000	500	15,000	260,119.6
Rivière du Rempart.....	26,000	.....	4,000	1,500	100	50	500	3,500	5,000	9,130	5,390	940	870	2,725	2,000	12,925	.....
Flacq.....	38,000	.....	1,800	1,000	65	100	400	.....	1,000	32,150	15,500	1,700	2,000	3,700	6,000	16,800	207,503.1
Grand Port.....	17,853	.....	100	150	10	5	100	21,050	3,000	41,365	1,000	1,000	2,000	3,100	1,000	25,000	.....
Savanne.....	4,800	50	210	66	25	4	725	12,300	37,889	18,218	16,612	730	500	450	300	13,000	102,873.6
Black River.....	12,000	.....	300	20	60	.....	.....	.....	.....	3,380	37,889	380	5	2,050	750	3,650	.....
Plaines Wilhems.....	20,000	.....	800	100	100	60	500	12,000	5,000	20,540	38,000	1,190	700	1,000	2,500	2,500	103,306.5
Moka.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,150	900	3,100	2,500	12,000	105,062.3

NOTE.—The prices of the different articles cannot be correctly given; with the exception of sugar and vegetables, almost the whole being grown for consumption on the estates, and in most cases, being insufficient for the purpose.

Statement showing the value of exports and imports, from and to the colony of Mauritius, during the year 1866; also the names of the countries whither sent, and from whence imported.

Countries.	Imports therefrom.		Exports thereto.	
	£	s. d.	£	s. d.
British possessions—			718,567	11 7
United Kingdom.....	499,100	8 5	971,101	18 7
Australasia.....	151,425	18 4	60,332	2 9
Cape of Good Hope.....	51,818	13 2	20,522	19 10
Ceylon.....	14,300	1 9	.....	.....
Continental India.....	737,776	7 2	453,304	6 9
Dependencies of Mauritius.....	839	9 3	.....	.....
Hong Kong.....	16,868	9 0	.....	.....
Malden Island.....	3,000	0 0	.....	.....
Prince of Wales Island.....	695	18 0	.....	.....
St. Helena.....	.....	.....	11,170	0 0
Singapore.....	40,196	18 3	2,968	1 2
Europe—				
France.....	323,027	14 3	128,185	7 11
Holland.....	.....	.....	13	9 0
Spain.....	.....	.....	10,436	0 0
Africa—				
Johanna.....	1,173	9 8	953	4 7
Madagascar.....	76,448	3 3	46,580	8 11
Mozambique.....	.....	.....	4,047	9 0
Reunion Island.....	17,999	9 8	60,718	12 3
Suez.....	.....	.....	88	2 5
Zanzibar.....	1,566	12 0	1,737	8 0
Asia—				
Bussorah.....	5,198	10 0	.....	.....
China.....	197	0 0	.....	.....
Cochin China.....	6,346	0 0	.....	.....
Java.....	40,945	2 1	.....	.....
Lombok.....	2,220	0 1	.....	.....
Muscat.....	4,559	3 0	1,932	17 0
Persia.....	9,004	3 0	.....	.....
Pondicherry.....	55,827	15 1	13,798	3 8
Rottee Island.....	.....	.....	450	0 0
Sandalwood Island.....	.....	.....	56	7 0
Timor.....	410	0 0	.....	.....
America—				
United States.....	33,744	15 2	14,155	16 0
Brazil.....	.....	.....	4,630	0 0
Chili.....	16,090	10 0	.....	.....
Peru.....	92,791	18 10	52	17 2
States of the Rio de la Plata.....	9,375	0 0	2	6 0
The Fisheries.....	14,147	6 0	.....	.....
Total.....	2,227,093	2 4	2,525,805	9 7

Statement showing the number, tonnage, crews, and nationality of vessels cleared, &c.—Continued.

Nationalities.	Foreign.				Total.				Total.			
	In ballast.		With cargoes.		In ballast.		With cargoes.		In ballast.		With cargoes.	
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British Possessions—												
United Kingdom.....	14	6,527	203	89	54,743	1,680	4	2,083	59	93	56,826	1,739
Australia.....	18	6,031	227	130	41,480	1,592	2	721	25	132	42,201	1,617
Cape of Good Hope.....	1	1,566	175	33	10,370	683	1	357	13	34	10,637	696
Ceylon.....	2	827	29	18	8,824	421	13	8,783	306	31	17,607	727
Continental India.....	2	827	29	57	36,304	1,603	24	19,163	808	81	55,467	2,411
Prince Edward's Island.....							1	597	15	1	597	15
Singapore.....				8	4,983	155				8	4,983	155
Vancouver's Island.....	5	3,381	108	2	4,953	31				2	4,953	31
Europe—												
France.....	17	7,124	248	19	8,432	289				19	8,432	289
Holland.....	10	6,181	198	11	7,156	219				11	7,156	219
Spain.....	1	404	13	1	404	13				1	404	13
Africa—												
Desolation Island.....				1	357	10	1	520	15	2	877	25
Johanna.....	2	461	18	2	461	18				2	461	18
Madagascar.....	6	1,701	92	58	16,715	1,071	22	7,508	487	80	24,223	1,558
Mozambique.....	3	798	49	3	798	49				3	798	49
Reunion Island.....	9	5,150	174	95	17,534	991	13	5,285	199	112	18,466	1,097
Suez.....	12	8,088	1,501	19	13,159	2,406				19	13,159	2,406
Zanzibar.....	1	285	41	4	1,544	138	3	1,373	63	7	2,917	201
Asia—												
China.....	1	949	23	4	5,362	176				4	5,362	176
Java.....				5	4,009	93	2	1,675	51	7	5,774	144
Muscat.....				2	350	21				2	350	21
Nicobar Island.....							1	621	18	1	621	18
Persia.....										1	540	16
Pondicherry.....	1	478	16	17	6,503	241	1	478	16	18	6,981	257
Rottree.....				1	296	11				1	296	11
America—												
United States.....				5	2,593	73				5	2,593	73
Brazil.....				1	1,032	28				1	1,032	28
Peru.....				3	3,667	82	1	595	15	4	4,262	97
States of the Rio de la Plata.....				1	516	20				1	516	20
The fisheries.....	2	658	63	1	306	30	2	658	63	3	964	93
Total.....	17	9,118	335	595	244,918	12,067	91	50,417	2,153	686	295,335	14,220

Statement showing the number of American vessels entered and cleared from and to Port Louis, Mauritius, from September 30, 1866, to September 30, 1867; also, the number of tons, number of crew, and value of cargo.

No.	Class.	No. of tons.	Value of cargo.		No. of crew.	Remarks.
			Inward.	Outward.		
1	Ship	237	\$32,000	\$32,000	31	} Whalers.
2	Bark	367	35,000	35,000	28	
3	do.	291 98-100	50,000	50,000	27	
4	Ship	891	30,000	30,000	22	
5	do.	1,163 77-100	75,000	75,000	27	} Whalers.
6	do.	749	38,509	Ballast.	17	
7	do.	736 57-100	25,750	114,230	19	
8	do.	336 96-100	12,600	12,000	20	
9	do.	1,152 97-100	150,000	150,000	22	
10	Bark	260 44-100	90,000	90,000	22	
11	do.	224 93-100	70,000	70,000	29	
12	do.	291 70-95	125,000	125,000	22	
13	Ship	772 75-100	30,000	Ballast.	19	
14	do.	717	150,000	150,000	16	
15	do.	987 62-100	Ballast.	Ballast.	34	} Whalers.
16	do.	750	Ballast.	Ballast.	18	
17	do.	2,217	Ballast.	Ballast.	63	
18	Bark	291 98-100	80,000	80,000	20	
Total		12,439 67-100	993,200	1,013,230	456	

Statement showing the number, tonnage, crews, and nationality of vessels cleared at Port Louis, in the colony of Mauritius, during the year 1866.

Nationality of vessels.	Cleared.								
	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British { United Kingdom	185	106,872	4,616	36	25,428	822	221	132,300	5,438
Colonial	187	62,088	3,186	38	15,871	996	225	77,959	4,182
American	7	5,586	148	3	1,319	79	10	6,905	227
Arabian	1	285	41	.....	.....	.....	1	285	41
Belgian	3	2,594	77	.....	.....	.....	3	2,594	77
Danish	2	393	19	.....	.....	.....	2	393	19
Dutch	12	7,611	236	.....	.....	.....	12	7,611	236
French	188	56,009	3,604	12	6,400	218	200	62,409	3,822
Hanseatic Towns	5	1,260	56	2	1,399	38	7	2,659	94
Norwegian	1	544	15	.....	.....	.....	1	544	15
Oldenburg	1	316	11	.....	.....	.....	1	316	11
Portuguese	1	188	26	.....	.....	.....	1	188	26
Prussian	1	339	12	.....	.....	.....	1	339	12
Russian	1	833	20	.....	.....	.....	1	833	20
Total	595	244,918	12,067	91	50,417	2,153	686	295,335	14,220

Statement showing the description and number of mines, manufactures, and fisheries in the colony of Mauritius.

Description.	No.	Description	No.
PORT LOUIS.			
Steam-mills for mechanical works.....	5	Distilleries.....	†4
Water-mills for corn.....	1	Lime kilns.....	5
General warehouses.....	10	Marine establishments.....	3
Compounders.....	3	Fisheries.....	35
Ice manufactory.....	1		
Tanneries.....	2	SAVANNE.	
Marine establishments.....	11	Steam-mills for sugar.....	22
		Water-mills for sugar.....	13
PAMPLEMOUSSES.		Distilleries.....	†4
Steam-mills for sugar.....	53	Lime kilns.....	6
Water-mills for sugar.....	6	Marine establishments.....	1
Water-mills for corn.....	6	Fisheries.....	7
Distilleries.....	11		
Salt pans and works.....	1	BLACK RIVER.	
Brick kiln.....	1	Steam-mills for sugar.....	27
Lime kilns.....	17	Steam-mills for corn.....	3
Quarries.....	14	Distilleries.....	2
		Salt pans and works.....	3
RIVIERE DU REMPART.		Lime kilns.....	9
Steam-mills for sugar.....	27	Fisheries.....	50
Steam-mills for mechanical works.....	2		
Distilleries.....	3	PLAINES WILHEMS.	
Salt pans and works.....	1	Steam-mills for sugar.....	33
Lime kilns.....	9	Steam-mills for mechanical works.....	3
Fisheries.....	112	Distilleries.....	2
		Lime kilns.....	5
FLACQ.			
Steam-mills for sugar.....	52	MOKA.	
Steam-mills for corn.....	6	Steam-mills for sugar.....	20
Steam-mills for mechanical works.....	1	Distilleries.....	5
Water-mills for sugar.....	1		
Distilleries.....	*5	SEYCHELLES.	
Salt pans and works.....	2	Mills for grinding cocoanuts.....	24
Lime kilns.....	8	Distillery.....	1
Fisheries.....	9	Fisheries.....	30
		Persons employed on ditto.....	180
GRAND PORT.		Boats or pirogues for ditto.....	80
Steam-mills for sugar.....	33	Lime kilns.....	3
Steam-mills for mechanical works.....	1		
Water-mills for mechanical works.....	3		

* Not all working.

† Not at work.

‡ Two only at work.

NOTES.

There has been one schooner built in the colony of 36 tons burden.

There have been 157 vessels registered at this port during 1866, aggregate tonnage 24,888.

There are no mines, but the red peroxyde of iron is dispersed throughout the island, and one or two small veins of limestone from filtration. The quarries are confined to one class of stone, namely, the blue basalt of the country, and are opened indiscriminately in all parts of the island, according to the wants of its inhabitants.

There is the blue clay near the Lines gate, an impure "selenite," which might supply a limited quantity of plaster of Paris.

There are no ships employed on fisheries for curing and export trade.

About 670 boats and pirogues and 1,610 men are employed in fishing along the coast for the supply of the daily market, but there is no regular register of either.

The description of fish generally caught is as follows : aiguilles, baconas, barrois, bananas, bécunes, capitaines, carangues, carpes, coteaux, cordonniers, dame berry, empereurs, guenles-pavees, lions, lunes, lubines, soles, tazars, thones, vieilles, &c., &c., &c.

Shell fish, lobsters, shrimps, oysters, star fish, muscles, &c., quantity unknown.

Average price of various produce, merchandise, &c.

Produce.	Prices in 1866.							
	January.		April.		July.		October.	
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Wheaten flour, per 100 pounds.....	1	4 5	1	2 0	0	17 0	0	19 0
Wheat, Indian, per bag of 164 pounds.....	1	5 8	1	2 0	0	16 10	1	0 0
Butter, per pound.....	0	2 0	0	2 0	0	1 5	0	1 0
Cheese, English, per pound.....	0	1 8	0	1 8	0	1 5	0	1 5
Rice, Mooghy, per bag of 164 pounds.....	1	0 5	1	8 0	1	5 0	1	7 0
Coffee, Ceylon, per 100 pounds.....	4	0 0	3	12 0	3	4 0	3	4 0
Sugar, raw, No. 12, per 100 pounds.....	1	2 0	1	3 0	1	3 0	1	0 8
Salt, common, per 100 pounds.....	0	2 0	0	2 0	0	2 0	0	3 0
Wine, Bordeaux, ordinary, per cask.....	5	4 0	6	0 0	5	4 0	5	0 0
Brandy, superior, the dozen.....	3	12 0	3	12 0	3	12 0	3	12 0
Beer, bottled abroad, the dozen.....	0	10 0	0	10 0	0	10 0	0	10 0
Tobacco, Indian, per 100 pounds.....	6	8 0	6	0 0	6	16 0	8	10 0

Wages for labor.

	Annual average.			First quarter.			Second quarter.			Third quarter.			Fourth quarter.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Domestic.....	0	16	9½	0	17	7½	0	17	2½	0	16	7	0	15	10
Predial.....	0	14	5½	0	14	9	0	14	9	0	14	4½	0	14	0½
Trades.....	1	6	8	1	7	0½	1	7	6½	1	7	3½	1	4	10

Statement showing the number, tonnage, crews, and nationality of vessels entered at Port Louis, in the colony of Mauritius, during the year 1866.

Nationality of vessels.		Entered.								
		With cargoes.			In ballast.			Total.		
		Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British { United Kingdom	203	121,720	4,910	28	17,049	619	236	138,769	5,529	
{ Colonial.....	222	79,995	4,078	14	4,089	156	236	84,084	4,234	
American.....	10	6,946	223				10	6,946	223	
Arabian.....	1	285	45				1	285	45	
Belgian.....	4	3,537	107				4	3,537	107	
Danish.....	1	196	10				1	196	10	
Dutch.....	13	8,287	268	1	323	10	14	8,610	278	
French.....	197	61,782	3,722	8	3,143	162	205	64,925	3,884	
Hanseatic Towns.....	7	2,659	94				7	2,659	94	
Norwegian.....	1	545	15				1	545	15	
Oldenburg.....	1	316	8				1	316	8	
Portuguese.....	1	189	26				1	189	26	
Prussian.....	1	339	13				1	339	13	
Russian.....	2	1,421	37				2	1,421	37	
Total.....	669	288,217	13,556	51	24,604	947	720	312,821	14,503	

PORT LOUIS, March 31, 1867.

For the quarter ended this day there are but two items of exports to the United States, of the total value of \$399 95.

PORT LOUIS, *September 30, 1867.*

I have the honor to transmit to the Department of State a full report on the epidemic which has so recently decimated this island. I have taken great pains to make it as clear as possible, that it may be well understood in case it should be considered worth presenting to the public. This strange disease is very little understood by the medical profession here, and as it still lingers among us it is feared that as the warm season approaches it will appear in great force. By the last steamer from the Cape of Good Hope, which arrived here on the 4th of this month, news was received that it had made its appearance there, creating considerable alarm among the inhabitants. The people in this island are struck with terror, and all who are able are making arrangements to leave the island by the first opportunity. Since the first of the month we have had what is considered here warm weather, and many new cases have been developed, and most of them proved fatal. Business has been almost completely paralyzed, and many persons have been obliged to close their shops and stores altogether. The great mortality from this fever alone amounted, from January to July, to nearly 80,000, and this in a population of about 400,000 souls. Port Louis, with a population of 80,000, has suffered severely, as 22,000 deaths are officially reported. This great mortality is unprecedented in modern history. Agriculture has not suffered so much as commerce, although I am informed that for 20 years there have not been so few vessels in port as at the present time. Recent cases of fever have appeared among the better class of the inhabitants, and cases have been reported in almost every government department. The busy streets, which were crowded when I first came here, are now gloomy and silent; almost every other warehouse, store, or shop is closed. The weather still continues to be dry, and the cane on the sugar plantations is suffering very much indeed; the produce of the coming crop is estimated at about 100,000 tons. The finances of this colony have suffered severely from the effects of this epidemic; the railway revenue has materially declined; the consumption of duty-paying articles has diminished, and the expenses of the government have nearly doubled. The legislative council under the presidency of the government are doing all in their power and adopting every measure to clean the city. They have also established public hospitals, dispensaries, and depots for the poor unfortunate sick, and every precautionary measure has been taken to meet the much-dreaded disease.

A report on the recent epidemic at Mauritius—description, cause, mode of treatment, &c.—by Nicholas Pike, M. D., consul.

In the beginning of February, 1867, several cases of intermittent fever appeared; at first only a few cases manifested themselves, but about the 10th of the month the number of cases became more frequent; the disease at that time showed itself chiefly among the Indian population, who were located near the Pamplemousses cemetery, and spread over Rivière Citron, Calebasses, &c. In the middle of February fever appeared simultaneously over the whole district of Pamplemousses. Elevated places, and houses that obtained a free ventilation, alone escaped the contagion; again, in places situated near swamps or ditches, or sheltered by shrubs and trees, and consequently damp and moist, all the inmates of such houses were struck down at the same time with fever, whilst in more dry and ventilated places only one or two at the same time were attacked. The commencement of fever is frequently sudden, and often the day before the attack the patient suffers from languor, lassitude, and a feeling of general indisposition. Death occurs seldom from uncomplicated intermittent fever; where death has occurred, it has been in cases where medical aid was uncalled for. The complications in cases of intermittent fever are numerous and manifold; they depend always on the disposition of the patient to any

slumbering disease. Women suffering from intermittent fever have been frequently attended to when the disease has been complicated with anæmorrhœa, and men with ischuria and dysuria, opstipatis and dysentery, phrenitis, gastritis, enteritis, hepatitis, splenitis, nephritis and cystitis, epistaxis and hemorrhagia, syncope and dyspepsia, convulsions, dyspnœa and colica, anasarca and ascites, polydipsia and pria, or anorexia. One or the other of these complications are frequent; nearly all cases of fever complicated with these diseases have proved fatal, and by far the greater number of deaths have occurred in this manner. In most of the cases called bilious remittent fever the remission was generally well marked, and lasted generally for several hours; in a few cases of intermittent fever the remission was scarcely perceptible, and disappeared but very slowly after days of active medical treatment. It has been already remarked that the commencement of intermittent fever was generally sudden, but in some instances it comes on gradually, with a feeling of general indisposition, which, at the end of a day or two, culminates in regular paroxysms. The cold stage is ushered in with feelings of languor and chilliness, notwithstanding the heat of the body (as ascertained in a series of experiments with a thermometer in the axilla) is really increased, and gradually rises through this and the succeeding period; sensations as of streams of cold water running down the back are complained of, with shivering; the skin is shrivelled, and the papellæ prominent, cutis amerina, (goose skin,) from the contraction of the arrectores pilorum, (microscopical muscles,) while the teeth chatter, the nails turn blue, and the whole frame is shaken. There is exhaustion, often polydipsia; the countenance appears anxious, the features shrunk and pale, and the eyes dull and hollow; the pulse is quickened, the respiration hurried and oppressed, and very often there is a peculiar mental irritability. The duration of this stage varies from half an hour to three or four hours, and is gradually succeeded by the hot stage, which is one of reaction; the surface of the body then becomes dry and intensely hot, the temperature being raised considerably above the natural standard; the mouth is parched, there is excessive thirst, a frequent, bounding pulse, with a painful sense of fullness in the head, and great restlessness, general uneasiness, and often delirium; this condition continues rarely less than three or more than twelve hours, and then follows the sweating stage, commencing with a gentle moisture, which appears first on the forehead and breast, then increases, and gradually extends itself over the whole body. The pulse and breathing now become natural, the headache, heat of skin, and thirst abate, and all the distressing symptoms are relieved, so that the patient often feels in perfect health. Often, however, this stage ends in great exhaustion, so that the free use of stimulants (alcohol) is required to prevent collapse. The water, urea, and chloride of sodium of the urine are all increased during the cold and hot stages, the quantity of each of these constituents diminishing as the sweating stage sets in. The urine generally contains albumen and renal casts during the fit. These generally are the symptoms of intermittent fever, more or less, in nearly all cases which occurred during the commencement and at the height of the epidemic. Lately, however, the symptoms changed, but the majority of patients in the hospitals are, without exception, the poorest and most reduced Indians in the colony, and judging of them it would be difficult to give a correct opinion of the decline of the epidemic. Picked up in the streets, after being discharged from the hospital, or after suffering from illness and privation for months, they are generally brought back to the hospital just in the last stage of life; they suffer from fever, but it is the fever of exhaustion, privation, and exposure; there is no marked remission; no cold nor hot nor sweating stage; there are always a number of complications attached to each of these cases, and these cases will end fatally, notwithstanding all care and attention. Lately, on many occasions, an asthenia characterized such cases through the whole course of illness; but these cases occurred only in such patients where through extreme

exhaustion or debility the heart had lost its contracting powers. Delirium, insomnia, and other cephalic symptoms have been noticed as follows: Delirium, 10 in 100; insomnia, 80 in 100; gastric irritation, with vomiting, 40 in 100; but latterly more frequently. Gastro-hepatic derangement, with foul, yellow furred tongue, loss of appetite, nausea, or tenderness on pressure over the epigastrium and right hypochondrium appear, more or less, in all cases of intermittent fever. At the commencement of the epidemic fulness of the liver or spleen did not exist, but after repeated attacks of fever in one and the same person generally fulness of the liver and spleen were complained of, so that it seems almost an unavoidable sequela of intermittent fever. Dropsy appears generally after repeated attacks of fever, and in patients used to low living and exposure to privation; sometimes dropsy appears in patients of good circumstances and station, but only in those who had taken quinine in daily doses as a prophylactic, and no doubt, in such cases this drug had occasioned dropsical swellings, the urine has always been found to contain albumen during the whole course of the disease, but it is most plentiful after the second or third day of the attack. The tongue is usually covered with a thick yellowish brown or creamy, and sometimes black, fur; the creamy appearance will often remain, notwithstanding treatment for a considerable time after the disease has abated, the edges of this organ only being redder, and of a more healthy color, indicating the end of the disease. Hemorrhages rarely occur in cases of intermittent fever; but when so, hemoptysis and hemorrhagia and diarrhoea are less frequent than costiveness during the commencement of the disease. At the commencement of the fever dysentery is rarely complicated with it, but it increases in a like proportion with the fever and during the decline of the epidemic, and up to the present day fever is very rarely unaccompanied with this fearful malady; and when so, it is a frequent sequela of it. It shows itself in all sections of the population, but more frequently and obstinately among the Indians, and especially in the weak and exhausted; very often it appears in combination with, and as a sequela of, fever. Scorbutic sometimes appears, and will, in most cases, end fatally.

The whole intestinal tract from the mouth downward to the anus is thus perforated or ulcerated, and in the treatment of these profound cases of fever, complicated with scorbutic and dysentery, all known remedies will very often fail, with perhaps the exception of bismuth, from the administration of which in large doses, combined with calomel and morphia, the happiest results have taken place, and it may be strongly recommended. Purpura seldom takes place. The principal morbid appearances are, water on the brain, inflammation of the stomach and intestines, sometimes inflammation of the lungs, enlargement of liver and spleen, and Bright's chronic disease; brain seldom weighs over three pounds, liver often six and seven pounds, and in one instance the spleen weighed six and eight ounces. The most successful treatment of intermittent fever is purgative medicines at the commencement, with hydr. chlor. and pulv. rhei; when the spleen or liver are affected podophyllum, emetics with ipecacuanha and tartar emetic for adults; for women and children sirup or vinum ipecacuanha and vinum antimoniale, James's powder and calomel in cases when needed, then quinine in large doses, and afterwards iron or steel preparations. It is my opinion that fever cannot be efficaciously treated without the aid of emetics; in cases where the liver is dormant or sluggish the use of emetics, and also of calomel, is imperative.

Experience teaches us daily the quinine is wasted unless the patient has taken an emetic or purgatives for some time previous. In such cases the fever will give way to quinine, but only for a short time, and as soon as the patient ceases taking the drug fever will reappear. It appears that the nature of fever is very little understood by the population at large, and therefore the treatment of it is in its infancy. Vomitives, purgatives, and quinine, and in many cases the

latter only, are the remedies used to check the fever, and rarely a counter-action of the several stages is adopted. This may and will account for the many relapses of the disease which nearly every one of the inhabitants of Port Louis has experienced, and I will therefore record the treatment adopted in Madagascar and here with success, where it was found that out of the vast number of patients attended to during the epidemic only a few followed the directions given them, and who afterwards had not a relapse, which would be dangerous, chinconism being less readily produced. Four to eight grains of quinine carefully injected into the subcutaneous areolar tissue will always produce a good effect. If arsenic is to be employed large doses are needed, as, according to Dr. Morchead, one drachm of the liquor arsenicatis is equivalent in power to 15 grains of quinine, and as such a dose cannot hardly be given without some risk, it is well to follow his suggestions and prevent the expected fit by quinine, and then to trust to moderate doses of arsenic to complete the cure. It very often happens that patients are not brought into the hospitals until they are delirious, but even then an active purgative, three to four drops of oil, (croton,) followed by a scruple or half drachm of quinine, has frequently restored consciousness and health. If troublesome vomiting prevent the retention of the remedies, a large blister applied over the stomach, an enema of quinine, and infusion of coffee will prove effective. In remittent fever it must be remembered that the febrile exacerbations are of much longer duration than in intermittent fever; the whole object is therefore to shorten the period of exacerbation, and lengthen that of remission. This may be done by saline and effervescing draughts, cold drinks, such as water, lemonade, cold cream of tartar, &c., an aperient if the bowels are confined, an emetic of ipecacuanha if there is nausea without vomiting, and frequent tepid sponging of the whole body. When remission takes place a dose of quinine varying from two to six grains is to be exhibited, and repeated every third or fourth hour, taking care to omit this remedy directly the hot stage again sets in, and so on until it seems certain that the febrile phenomena have permanently disappeared. If the bowels are sluggish one or two doses of quinine are to be combined with two drachms of magnesiae sulphas; or in the event of the stomach being irritable, with an effervescing draught; or if there be diarrhoea and restlessness, with half a grain of morphia. Again, if there is much cerebral derangement an active purgative, with a constant application of cold to the head, or the occasional use of cold affusions, this will prove very beneficial. In addition to the remedies already mentioned, if there be great drowsiness during the remission, a blister should be applied to the nape of the neck contrariwise; the low delirium, with drowsiness from exhaustion, demands the free use of stimulents and nourishment.

When the stomach is irritable, or when there is jaundice, the application of a blister to the epigastrium will give relief, while ice is to be freely taken. In all cases quinine is to be given during the intermission. In common continued fever, which is, according to Dr. Marchison, nothing more than a severe form of the simple fever, or *fabricula* of Britain, and which is always, when uncomplicated, a mild disease, varying in duration from one to ten days, emetics, purgatives, diaphoretics, low diet, and tepid sponging are needed; in plethoric subjects, venesection, leeches to the temples, cold application to the head, with the administration of tartar-emetic. When the prominent symptoms are removed quinine is to be employed. Arsenic when given in large doses frequently obtains the desired effect. Liquor quinoidine is preferable in many cases to quinine; it is very effective in intermittent fever, and does not so readily produce chinconism as the latter. In champac, coffee, or common salt no faith can be placed, as in every case where these means have been tried a failure has been the result. Beberine, salicine, and chinchonine are by no means so efficacious as quinine or arsenic. Cadoc will prove well in ordinary cases of intermittent fever, and when given in form of a decoction acts as a powerful tonic. The difficulty of

curing ague is very much increased when the patient is obliged to remain in a malarious district. The diet must be good and nourishing; a regulated supply of stimulant from the first is to be recommended, unless there is evident derangement of the alvine secretions, and then we have to commence with beef tea, arrow-root, &c.

In the cold stage, warm diluted drinks, as barley water, weak tea, weak negus or white wine whey, should be freely allowed; while the application of external warmth is to be assiduously employed, by means of warm clothing, hot bottles to the feet, and hot water or hot air baths. An opiate given a little before the cold stage is often beneficial. During the hot stage an opposite plan should be pursued; cooling drinks being then required, while the surface of the body is to be sponged with tepid or cold water. When the hot has subsided in the sweating stage, the action of the skin ought to be encouraged by tepid drinks. Purgatives should be freely given, none being better than six grains of calomel, with the same quantity of rhubarb, followed by an aperient draught. The bowels having been thoroughly emptied, the use of one of the two specific remedies for ague, quinine or arsenic, may be commenced. The best plan is to give three or four grains of the sulphate of quinine in the acid infusion of roses every three or four hours, during the intermission, taking care to continue its use for some short time after an apparent cure has been effected. The exhibition of quinine in a dose of 25 or 30 grains, during the sweating stage, instead of smaller doses frequently repeated, proves very beneficial, as these quantities are generally well borne. In giving the results of continued observations of the use of quinine, or other preparations of cinchona previous to and during the late epidemic, the known physiological effect of the cinchona bark and those of the cinchona alkaloids on vegetables, animals, and men must be borne in mind. It is a strange fact that the more intimately we become acquainted with the pathology of diseases, and operations of medicines, the less evidence have we of the specific influence of particular medicines over particular maladies. Some diseases, however, are exceedingly obscure, their seat or nature, and the condition of system under which they occur, and the cause of their occurrence being little known. There are also many medicines, the precise action of which on the system is imperfectly understood, but which evidently exercise a most important, though to us quite inexplicable, influence over the system. Now it sometimes happens that imperfectly known diseases are most remarkably influenced by remedies, the agency of which we cannot comprehend; in other words, we can trace no known relation between the physiological effects of the remedy and its therapeutic influence. This incomprehensible relationship exists between arsenic and lepra, between the cinchona bark and ague; but though this connection is for the present mysterious, there is no doubt that it will be in course of time well explained. One of the most curious circumstances connected with the history of periodical or intermittent diseases is the facility with which they are sometimes cured. It is well known that sudden and powerful impressions, both mental and corporeal, made during the intermission, will sometimes prevent the return of the paroxysm, and occasionally from that time all morbid phenomena disappear. In remittent diseases, the same impressions are less frequently successful, and sometimes instead of palliating, exasperate the symptoms. The agents which are capable under certain circumstances of making these curative impressions are apparently so dissimilar in their nature and physiological actions that in their *methodus medendi* we can scarcely trace anything in common save that of making a powerful impression on the nervous system. Of these anti-periodical agents, cinchona or its alkaloids, and arsenious acid, are pre-eminent as being most successful, and are therefore usually resorted to; but they differ in two particulars: fixed cinchona or quinine may be given as an anti-periodic in any quantity which the stomach can bear; whereas arsenious acid must be exhibited in cautiously regulated doses; secondly, there are two modes

of attempting the cure of an intermittent by cinchona or quinine; one is to put an immediate stop to the disease by the use of very large doses of the remedy, given a few hours prior to the recurrence of the paroxysm; the other is to gradually extinguish the disease by the exhibition of moderate doses at short intervals during the whole period of the intermission, so that the violence of every succeeding period is somewhat less than that of the preceding one; but in the use of arsenious acid the latter method is alone safe, and therefore to be adopted. Quinine or cinchona is admissible in almost every stage of intermittent fever. It is, however, more efficacious during the interval, though it may not be absolutely hurtful in the paroxysm. The nearer its exhibition is to the time of accession the more certainly effectual it will be. As before stated, arsenic may be given with good effect during the whole period (paroxysm and intermission) of the disease. Cinchona and its preparations administered in excess are very apt to establish some local disease. If in a state of perfect health, and taken in small and moderate doses, no obvious effects are produced; perhaps a little thirst, with some slight disorder of the stomach, or a temporary excitement of appetite, may be brought on; but if the disease be increased the alimentary canal becomes disordered, indicated by nausea, vomiting, loss of appetite, thirst, constipation or even purging; a febrile state of the system is set up, or manifested by the excitement of the vascular system and dry tongue; and the cerebral and spinal systems become disordered, as is shown by the throbbing headache and giddiness. Persons have been frequently attended to who fancied themselves under an attack of fever, and who had taken quinine as a prophylactic; a gentle aperient, and the cessation of quinine restored them to immediate health. Again, in persons suffering from debility without symptoms or local irritation, it has been constantly observed that cinchona or its preparations improve the appetite, promote the digestive functions, and increase the strength of the pulse; the muscular system acquires more power, and the individual is capable of making greater exertions, both mentally and bodily, than before; the tissues acquire more firmness to the touch, and lose their previous flabbiness, and the quality of the blood is improved. As a prophylactic, quinine is seldom used with success; the same may be observed on persons who use the drug in the anticipation of getting free from fever, but who nevertheless were invariably attacked with it. The consequences of taking quinine in large doses, even with the intention to prevent the disease, have already been shown. The best prophylactic measure is warm clothing, avoiding night or damp air; a good regulated diet, with a liberal supply of stimulants. The following diseases, which invariably accompany or follow fever, may be remedied thus: In dropsy, friction with camphorated oil and diuretics. For enlarged spleen and liver, the application of tincture iodine externally, and next iodide of mercury; internally, syrup ferri or tincture.

For anæmia, when attended with weakness of the digestive organs, ferrum redactum, combined with pepsina and zinei phosphas, or tincture ferri perchloridum and tincture calumbæ; when attended with constipation, ferrum redactum combined with pilula aloes et myrrhæ and extract mucio vomicæ. Intermittent fever is rarely cured thoroughly, that is without a recurrence of the disease in some form or other. It may, however, be guided, and the recurrence of the attacks prevented for a longer or shorter period, but as experience teaches us to retard an apparent cure with the greatest caution, and as it is well known that persons who have contracted intermittent fever in tropical regions, after leaving these districts and returning to Europe or the other parts of the globe, were attacked with the fever, identical with the symptoms of the particular district where they had contracted the fever, leaving no doubt that the germ of the disease was carried for a long time, perhaps for years, in the system, Dr. Pitcairn says: "I do not like fever cures; you may guide a fever, you cannot cure it. What would you think of a pilot who attempted to quell a storm?"

Either position is absurd. In the storm you steer a ship as well as you can, and in a fever you can only employ patience and judicious measures to meet the difficulties of the case."

Many patients who were attended to three or four months ago, and were, to all appearance, cured of the fever, were again attacked by it without any comprehensible cause whatever. And in these cases where till now a relapse has not occurred, it is not possible that such will be the case at any future day. The number of cases of intermittent fever where a perfect cure has been effected, that is, where the recurrence of ague fits, tremors or chills, or the ardent fever and sweating has been prevented, are but few, scarcely 10 in 100, and those in Europeans.

Among the Indian population the fever is invariably associated with enlarged liver and spleen, for as soon as they are discharged from the several hospitals, being generally homeless and without shelter, without nourishing food or other comforts, they suffer every privation, and are exposed to the weather and night air; they suffer from debility and anæmia, but this is not attributable in any way to insufficiently active or insufficiently prolonged treatment of the first illness, or especially from treatment calculated to relieve the system of bile or other secretions. But the same phenomena may be observed among all sections of the population; the rich and poor, Europeans, Creoles, and Indians, and affecting men, women, and children. It is true that the relapses did not follow so rapidly, as they were influenced, in some degree, by the previous treatment, and especially when such was calculated to relieve the system of bile, but they were always influenced by some local circumstance, as the place of residence, large or crowded families, or the mode of living. In crowded families, or to such who have to resort to an almost exclusively vegetable diet on account of its cheapness, or places situated near swamps and the mouths of rivers, the returns of the disease were very rapid, while persons who could command a generous diet and a good supply of stimulants enjoyed a considerable interval of perfect freedom from illness. In the middle of February, in the district of Pamplémousses, one-twentieth part of the number of people attacked with the remittent fever may be a fair quantum of an epidemic of similar fever then and there. Rarely the intermittent preceded the remittent form of fever, but in all cases leading to recovery and health, the intermittent succeeded the remittent. About one-sixth to one-eighth of the new cases commenced with the remittent form of fever, out of which one twentieth passed into a quasi continued state, with no easily noticed remissions, and so died; the others reverted under treatment to the marked remittent, and passed through the milder form of intermittent to recovery. Remittent fever has not been conspicuous in any particular locality, but when it appeared the persons so attacked were, in general, of a low constitution, and their localities near swamps, or situated in damp or sheltered places. As in the intermittent, so also in the remittent form of fever, improvement has succeeded free evacuation of bile by vomiting, except when there are complications, where emetics would be hurtful and purging imperative, in such cases the disease more speedily yields to full doses of quinine. In the cases of strangers arriving at any place with fever developed, the disease does not always communicate itself to the persons in whose houses they dwell. An instance to prove this may be mentioned. The Reverend Hobbs, who resided at a place called Creveceur, repeatedly had patients who were suffering from fever sent to the house, and neither himself nor any of the inmates of the house caught the fever, although in daily intercourse with the patients, and people in his neighborhood who suffered from fever contracted the disease by coming to Port Louis. It has been constantly observed that the fever increased when, as the common expression went, the wind came from Madagascar; in other words when the wind blew the miasmata emanating from the mouths of rivers or from the swampy districts along the sea coasts to the leeward. Among persons having little or no inter-

course with fever, and nearly isolated, the fever has displayed itself; but while fever was epidemic, some families, villages, or hamlets, have escaped. For instance Crevecoeur, and the whole surrounding district; Lucia Estate, in the district of Pamplémousses; several families in Grand River and Aux Pailles were entirely free from fever during the whole epidemic; the reason is that Crevecoeur, as well as Lucia Estate, are elevated places, and entirely free from shrubs or dense clusters of trees, so that the ventilation is free, and the elevation and free ventilation prevent the accumulation of water pools, and the emanation of miasmata.

The situation of those places in which families passed through the epidemic, living in a district closely surrounded with fever, without being attacked by the disease, was invariably elevated, and scantily sheltered by trees and shrubs. A few families only escaped the epidemic, and they belonged chiefly to the European portion of the population. During the epidemic, which has prevailed for some time past, the ordinary fevers of the season have not been less frequent, but have merged into the form then epidemic. It is the opinion of most medical men that the epidemic now waning is malarious, and of the intermittent form generally, at first distinct, but in all cases essentially malarious in its nature. What have been the predisposing causes of the epidemic fever? or what is the existing cause of fever? are questions heard everywhere and at all times; and the medical profession generally use great caution, and often hesitate before giving an answer, yet the causes may be readily accounted for. Whatever difference of opinion may exist in regard to the cause and mode of propagation of the fever, all now agree in their observation of this acknowledged fact, that certain states of the air favor the disposition of the body to receive intermittent and remittent fever, and rivet it in the constitution, which baffles us in our attempts to cure the disease, and induces a tendency to relapse, from apparently slight causes. The most remarkable of these are the concurrence of a cold with a moist state of atmosphere and night air; weakness of the body, whether owing to poor and unwholesome diet, long watching, fatigue, severe evacuations, or previous diseases, augment the disposition of the fever; anxiety of mind and inactivity increase, while hope and confidence, and whatever can excite mental energy, lessen susceptibility, intemperance, exhaustion and restlessness. Differing as intermittent and remittent fevers do in many of their phenomena, and still more in their rate of mortality, they yet agree in their mode of origin, as occasioned by effluvia emanating from putrid stagnating water, marshy, swampy and low grounds, and decomposed vegetable and animal matter. This is a well known and admitted fact, and it is evident from its abounding most frequently in low, damp and marshy countries. It is found in the tropics that malarious diseases are most common in the season succeeding the cessation of the rains, when temperature is high; and in parts where the surrounding country abounds in dense jungles or low swamps, and where insects and reptiles are abundant. From such places the effluvia emanate, but their nature is still a mystery, for though chemists have analyzed the air of malarious districts, they have not been able to detect any poisonous principle. It may here be in place to offer a few suggestions, previous to bringing forward the results of a long-continued series of microscopical examination made at *post mortem* examinations on bodies of those who died of the effects of fever, and on patients who suffered from intermittent and remittent fever. These examinations I recommend to the serious consideration of the faculty, and earnestly hope that they may be prosecuted, as I have no doubt that they will lead ultimately to a much more perfect knowledge of the disease, the cause of which we are now seeking, and will thereby much explain what is still mysterious to us. It is now well understood that gases emanating from decomposed animal matter (as also from vegetable matter) generate confervaceous as well as diatomaceous plants, such as *Petrasphores nostic*, and all the genera *Agaria*. These cryptogams are never found in dry, warm situa-

tions, but in damp and warm places. They always develop themselves and are especially numerous where organic matter of any kind is found in a state of putrefaction. Some of these plants live on the surface of the water, especially when stagnant, but most of them on the surface of the earth. Others are parasite on living plants which they destroy, as is shown, for instance, in the disease of the potato and vine—*Oidium Tuckerii*. The pores of this plant are so small that Ehrenberg, the great microscopist, could not detect the form of one, nay, of one thousand when grouped together, with the highest power of the microscope. Such facts before us, and considering that the rainy season of Mauritius is in the months of December, January and February, but recollecting that during December and the greater part of January great drought prevailed, and that then and in the beginning of February copious showers of rain fell, washing from the mountains and hillsides large quantities of partially decomposed vegetable matter, and depositing the greater part of it in the low flat lands of Pamplémousses district in the north, and the Grand river on the south, leaving them to fester and decompose in the sun, and to generate deadly malaria, the question naturally presents itself to us, how this malaria, the effects of which we see, and which is unmistakably generated, and what relation it bears to the prevailing fever. It is well known that chemists, at different times and places, with laudable perseverance have analyzed the air of malarious districts, the earth and water from which the poisonous miasmata are supposed to emanate, and that they have invariably failed to detect any poisonous principles in their substances; the microscope should therefore be resorted to, to which of late the great progress of medicine is pre-eminently due. Our knowledge of the elementary structure of organisms is exclusively based on the microscope, and modern physiology is its obvious result. That organic chemistry has materially participated in this advancement cannot be denied, however imperfect its contribution may hitherto have been; but the microscope has, in practical usefulness, excelled the chemical reagents, both in precision and facility. In both histology and physiology the microscope has firmly established its superiority. Through the medium of these fundamental branches it has benefited medical science at large, and of late it has begun to lend its material aid to diagnosis. Possessed of accurate knowledge of the anatomical elements in health and disease, the microscope will frequently assist us in disclosing obscure and otherwise imperceptible morbid changes. Sometimes it may delude and give rise to erroneous inferences, although the observer and the instrument used may be more at fault than the method; yet more frequently it will reveal the true state of elementary structure, and its derivation from the normal state, and thus aid and correct our pathological knowledge. So we have learned that *Tricophyton tonsurans*, *Microsporon audouini*, and *Microsporon mentagrophytes*, (Charles Robin,) parasites belonging to the class of fungi, (Robin,) act as direct causes of cutaneous diseases, entering the follicles, (the folds or wrinkles of the skin,) irritating the latter, destroying the hair bulbs, and eventually the hair itself, unless counteracted in an effectual manner. *Microsporon furfur*, (Charles Robin,) constitutes both the infectious and coloring media of *Pityriasis versicolor*, (so-called liver spots,) *Sarcoptes homines*, are long known and constitute scabies, and the observations by Professor Bilharz, of Cairo, Egypt, give proof of the interesting fact that *Distomum hæmatobium*, which parasite occurs in the portal and mesenteric veins, upon the mucous membrane of the intestinal tract, in the vascular vegetation of the urinary bladder and in the distended vessels, close to the seat of the dysenteric process, and is there the frequent cause of dysentery.

But to return to the question, in a long continued series of observations, in which particular organs or their secretions, in the case of persons who died of fever, were subjected to minute microscopical examinations, it was invariably found that the membrane lining the stomach was covered with a multitude of

very minute plants, closely resembling the ferment algae, (*Cryptococcus cerevisiæ*.) These parasites often cover the whole intestinal tract, and on living persons suffering from fever they can constantly be detected in the corners of the mouth, on the tongue, and in the eyes; sometimes they were perceptible on the surface of the lungs, but they never have been detected in the blood. In the latter it happened sometimes that epithelial cells were found, apparently containing fatty and pigment molecules; some of these parasites appear under the microscope (of 800 power) quite hollow, (mycelium;) others contain nuclei and spores; others again show cell articulations. Between the reticulated meshes the spores are imbedded. In the secretion of entirely healthy persons these parasites cannot be detected. In another series of experiments, water taken in well cleaned basins, out of some isolated pools near the bed of the lower part of the Grand river, or from places where the water from the Grand river mingles with that of the sea, was subjected to the rays of the sun till it became stagnant, when a green superficial film formed. When this film was subjected to microscopical examination, and under a power of 800 diameter, plants were detected in their construction and shape so nearly related to those which I have observed before growing in, or on, the different organs of the human body, that to me there is not the slightest doubt of their being of the same genera, or even of the same species. And so there cannot be any doubt now as regards the existing cause of the epidemic fever. Considering the large quantities of vegetable matter recently deposited by the heavy rains into the lower parts of the island, and there left to decompose, we can with a rare degree of safety conclude that large numbers of these plants were generating, and when matured the spores became free and were taken up by the wind and wafted about their neighborhood. The air inhaled and taken into the stomach, unless the latter is in a morbid condition, the spores may pass out again without effecting or undergoing any change. If, however, a morbid state exists, and the stomach contains material highly susceptible of fermentation, which by the universal rice and vegetable diet is always the case, the algae germinates and multiplies by budding and dividing, and evidently it both favors and causes gastric irritation. And furthermore, unlike the phaenogameous plants, which absorb the carbonic acid gas in the atmosphere, and convert it into oxygen by depositing the carbon in their tissues, and by throwing off the oxygen which mingles again with the atmosphere, all the lower classes of cryptogams absorb oxygen, and therefore those which germinate in the system contribute towards the vitiation of the air we inhale.

But how far their contributions in this respect go must be reserved for further examination. It has been already mentioned that the physiological effects of the cinchona bark and its alkaloids on vegetables, animals, and men should be borne in mind, as a connection of these effects with its therapeutical influence in fever has been until now inexplicable.

Decandolle (Puy's Veg., p. 1379) states, leaves of plants immersed in an infusion of pale bark were dried in 24 hours; and by the same author, according to Goepfert, leaves of plants plunged into a sulphate of quinia (gr. ss. to oz. ss. water) presented evidence of contraction in six to eight hours, and it is therefore evident that this remedy when taken will, by contraction or by the process of withering, destroy the fast growth of minute vegetables and eradicate the disease. This circumstance alone will prove to a great extent the correctness of my observations. The prevailing fever is not contagious, but communicable under certain circumstances. Knowing now how the fever germinated, it will be readily perceived that when in damp and unventilated places a person is attacked by the disease, it follows as a matter of course that from the moment when the spores of the plant on and in the patient become free, all the inmates of the same place, and especially where they are crowded together, or filthy and dirty in their habits, will be subjected to the disease. In so far alone is

fever communicable. There cannot be the slightest doubt that in the districts of Grand and Petite rivièrs, the epidemic has been very prevalent, persistent, severe, and attended with excessive mortality. The reason why this has been so is easily explained. After every shower of rain the Grand river swells and receives in its floods vast masses of vegetable and animal matter, which are swept down or deposited all over its course, or left in pools to decompose or fester in the sun. But near its entrance into the sea, where the waters of, the river spread out and the rapidity of the flow abates, it has not the power to sweep this animal and vegetable matter into the sea; it sinks, and as after the cessation of the rain the water of the river assumes a lower level, they are exposed over its whole course, then decompose and fester away. Over the entire district of Petite rivière, and up to the Black river, the whole flat land is very marshy and the vegetation luxurious. But there is everywhere abundant vegetable matter in the process of decomposition, and therefore here and near the whole course, but more especially on the lower part of the Grand river, miasmata arises abundantly, and in these places the epidemic was very prevalent, and attended with excessive mortality. To prevent the formation of miasmata in these places, the bed of the Grand river must be confined to more narrow limits, and to such an extent as to enable the river to push everything it carries in its flow over the coral reefs into the sea. The swampy and marshy district of Petite rivière should be drained, and, what is more beneficial, cultivated, as it is an old and well-established fact that cultivation is the most efficacious preventive of ague. Before the outbreak of the war between the northern and southern States of America, New Orleans was, till then, one of the most notorious places for ague and yellow fever; now it is otherwise. Ague appears very seldom, and yellow fever exists only in tradition there. Why? Because, by concentrating large armies around the city, the surrounding forests as well as the undergrowth were used up as fire-wood in the camps; a sweeping ventilation was the consequence, and with the aid of the powerful rays of the sun the exposed marshy, flat land was laid dry and fever ceased. So here, the decidedly bad effect of shrubs and undergrowth near dwellings and villages has been mentioned, and it has been observed that the epidemic fever in such places has been very prevalent and persistent. In many instances great benefit has resulted from clearing away these shrubs. It must be evident to every one that in places covered with shrubs and underwood the surface of the earth is always damp and moist, and that every facility and support is afforded to the germination of cryptogams, which are without doubt the existing causes of fever; but when through cultivation, or the restoration of a sweeping ventilation, and by allowing the sun to dry these places, the facility and support for the germination of these plants is taken away, they will in most cases, when germination still takes place, wither away for want of moisture. But not alone shrubs, or undergrowth, or stagnant water, or marshy or swampy places filled and covered with decomposed vegetable and animal matter, have augmented and greatly assisted the spread of the epidemic fever; there are other causes which have done the same or at least predisposed the human system to the disease. I will not mention how far waste water of canals or distilleries may participate therein. Near cemeteries the prevalence and persistence of the fever always manifested itself very strongly, and no wonder, as at times the emanations from these places are most injurious, owing to the circumstance that the bodies of the dead are not interred deep enough, and to the loose earth or coral which covers them permitting the escape of these emanations. Again, there is the custom of our Indian population, by which they use the waters of rivers, water-courses, &c., for domestic and personal purposes. They wash their dirty clothes, they bathe and wash themselves in and pollute the water entirely in its whole course from its source to its entrance into the sea. That this polluted water constantly used for drinking and other domestic purposes will predispose the human body

to every disease cannot be doubted, and we have seen the effects of this custom during the epidemic, how with increasing energy death stalked among us, and especially among those who lived near the course of such waters, and used it unfiltered. Cleanliness is therefore of the first importance for the prevention of the disease, both in person and houses, particularly in yards, sinks, privies, and cesspools, where fresh chloride of lime should be daily sprinkled; stagnant water either in cellars or yards should be speedily removed, the houses well ventilated, and when the rooms are damp, fires should be frequently used to cause a more perfect ventilation. All garbage should be removed at least once a day, and twice if possible, and nothing permitted to remain on the premises that will undergo decomposition. It is necessary to be temperate in all things, both in eating and drinking, in exercise and in labor, both mental and physical. Good hours should be kept and proper food should be taken in reasonable quantities and at proper times. An abstinence from all unripe fruit and stale or partially decomposed vegetables should be observed, and above all intoxicating drinks of every kind should be avoided. Flannels should be worn next the skin, and at all times the natural temperature of the body kept up by a sufficient quantity of clothing. All exposure to sudden changes of temperature should be avoided. The fever is not the necessarily fatal disease which it is commonly believed to be, but is both preventable and curable, and in the early stages it is very easily managed. Fear and despondency are the great sources of danger in all epidemics, and particularly so in fever. A calm and composed state of mind, a cheerful heart, and dispel all fears, and by the confiding trust in an all-wise and merciful Providence we can reasonably hope the coming season to escape the scourge if we implicitly obey His laws.

PORT LOUIS, *January 20, 1868.*

It is just one year ago to-day that I took charge of this consulate, and it has been to me the most eventful of my life; arriving at the island in the middle of summer, at the time when the epidemic had just begun to create an alarm among the inhabitants, and when every person of means who could leave the colony was doing so, or fleeing to the highlands of the interior to escape the much dreaded disease.

Many of our countrymen who resided in the island were stricken down, and many have died. The sickness on board the vessels in the harbor was very great, and death swept away vast numbers of mariners.

In one case, that of the American ship *Astrea*, the whole crew, including the officers, were sick at the same time with fever. The hospitals were full, and I was obliged to tend them myself on board ship. There was not an American in the island that escaped an attack of the epidemic. Seven out of the twenty-five Americans residing here died. I was myself stricken down and brought to the verge of the grave, and for four months scarcely able to attend to my consular business. Large numbers have left the island with shattered constitutions to die elsewhere. Under these circumstances, which were very embarrassing, the department must excuse my not communicating more frequently, and overlook any informalities which may have occurred during the year.

There have entered this port during the last year, viz: from January 1, to December 31, 1867, 17 American vessels, the aggregate tonnage amounting to 11,481 88-100 tons, bringing cargoes to the value of \$940,250, and the value of the outward cargoes has been \$782,042. Of this number three were steamships bound to China, put in for coal, with merchandise to the value of \$12,000; eight were whale-ships, with \$459,000 worth of oil, whalebone, and slush; two put in in distress, with cargoes valued at \$300,000; four ships with cargoes valued at \$169,250, which discharged at this port. All the rest cleared with the cargoes with which they entered. Only one American ship cleared with a

cargo from this port to Calcutta, amounting to \$11,042. One English brig only cleared for the United States with a cargo of whale and sperm oil, whalebone, and slush, valued at \$50,000, of American catch.

The events of the past year will form a dark page in the history of this colony; the fever has taken vast numbers of the population, besides the ordinary mortality. The production of the colony has considerably diminished, and the public burdens have increased for the poor, and for sanitary improvements. The fever still clings to us, spreading death around us in proportion beyond the normal rate, although the large majority of deaths was among the lower classes. There are few families among the higher stations that have not had to deplore irretrievable losses. This terrible epidemic has tended to injure the high reputation this island once enjoyed for its salubrity and as a sanitarium; its shores are now avoided, and capitalists abroad are uneasy as to its industrial prospects. Agriculture has been considerably retarded, as the deaths on some of the sugar plantations have been very large. Business of every description has been almost paralyzed, and for a long time disease numbered for its victims from 200 to 250 daily. In the month of April, the deaths registered were 10,497; in May, 8,101; in June, 3,632; in July, 2,379. Port Louis alone lost 23,000 of her inhabitants. The disease began to decrease in August, but last month there has been a decided increase, which many fear will only diminish with a change of temperature.

Many large capitalists have left the island, and many more contemplate going. During the last two months much rain has fallen throughout the island, which has raised the expectations of the planters, who anticipate a large crop the year. The shipment of sugar to the end of the year ended December 31, 1867, is as follows:

	1866-'67.	1867-'68.
	<i>Tons.</i>	<i>Tons.</i>
United Kingdom	16,183	31,200
France	5,611	648
Australia	31,691	18,500
India	18,418	15,500
Cape	2,311	974
Other places	813	160
Total	70,194	66,982

The quantities of sugar remaining to be made this season will be considerably diminished, as after the late heavy rains, the canes to be cut cannot yield as expected; it is supposed, however, that by the end of July next, that the total shipments will amount to about 100,000 tons. The prices of sugar during the year have averaged as follows:

Grays.—No. 12 Dutch standard, \$5 25 per 100 pounds French; No. 13 Dutch standard, \$5 30, and \$5 35 per 100 pounds French; No. 14 Dutch standard, \$5 40, and \$5 45 per 100 pounds French; No. 15 Dutch standard, \$5 50 nominal, per 100 pounds French.

Gray sirups.—No. 6 Dutch standard, \$3 50 per 100 pounds French; No. 7 Dutch standard, \$3 65, and \$3 75 per 100 pounds French; No. 8 Dutch standard, \$3 80 and \$3 85 per 100 pounds French; No. 9 Dutch standard, \$3 90 and \$4 per 100 pounds French.

White crystals.—No. 16 Dutch standard, \$5 65 and \$5 75 per 100 pounds French; No. 17 Dutch standard, \$5 80 and \$5 90 per 100 pounds French; No. 18 Dutch standard, \$6 per 100 pounds French; No. 19 Dutch standard, \$6 15 and \$6 25 per 100 pounds French; No. 20 Dutch standard, \$6 30 and

\$6 50 per 100 pounds French ; over No. 20 Dutch standard, \$6 60 and \$7 per 100 pounds French.

Yellows.—1st quality yellow crystals, \$6 25 to \$6 35 per 100 pounds French ; 2d quality yellow crystals, \$5 75 to \$6 per 100 pounds French ; light vacuum pan sirup Nos. 16 to 18 Dutch standard, \$5 85 to \$6 per 100 pounds French ; 1st quality yellow counters, fine to very fine, \$5 75 to \$6 per 100 pounds ; good yellow counters, \$5 25 to \$5 60 per 100 pounds French ; good to fine yellow sirups, equal to 2d crystals, \$4 75 to \$5 25 per 100 pounds French ; good to fine rations, \$4 25 to \$4 75 per 100 pounds French ; low dark to fair rations, \$3 60 to \$4 per 100 pounds French.

FINANCES OF THE COLONY.

The statements of the revenue and expenditure for the year 1867, compared with that of 1866, are as follows, (vide enclosures Nos. one and two :)

	1867.	1866.
Revenue	£517, 919	£619, 102
Expenditure	477, 203	520, 774
Total	40, 716	98, 328

In these amounts are included the railway revenue and expenditure as follows :

For what purpose.	1867.	1866.
Traffic	£72, 007	£77, 252
Working expenses	49, 882	41, 925
	22, 125	35, 327

It will be seen that in the year 1867 the traffic shows a decrease, and the working expenses an increase, and as per totals, there is a balance of £40,000 and perhaps a larger amount remains to be paid on account of last year.

There is, however, no mention made of railway interest and sinking fund ; for the conveyance of mails about £20,000 is yet due ; for immigration there must be claims from the agencies in India, and the accounts of the agent in London cannot yet have been received, so that in all probability there will be a deficiency this year of about £100,000. In order to meet this great falling off in the revenue, the legislative council found it necessary to have recourse to additional taxation ; the articles chosen—tobacco, wine, and beer—are those which can be most conveniently imposed without unduly weighing on the industrial classes. Please find enclosures of these decrees numbering from three to five.

The budget for the year 1868 has been prepared, and the estimated revenue made to equal the estimated expenditure, and is as follows :

Revenue	£635, 725
Expenditure	623, 804
	<u>11, 921</u>

Ordinance No. 25, of 1867, enacted by the governor of Mauritius and its dependencies, with the advice and consent of the council of government thereof.

AN ORDINANCE to alter the duties of customs upon tobacco imported into Mauritius 8th November, 1867.

Whereas, by ordinance No. 32, of 1862, entitled "An ordinance to alter the duties of customs upon spirits and tobacco imported into Mauritius," and by a table contained therein certain duties are imposed upon tobacco imported into Mauritius, and it is expedient to make certain alterations in respect thereof :

Be it therefore enacted, by his excellency, the governor, with the advice and consent of the council of government, as follows :

I. Ordinance No. 32, of 1862, is hereby repealed, in so far as regards the duties thereby imposed upon leaf or manufactured tobacco, manufactured tobacco and cigars and snuff imported into Mauritius, and it is hereby enacted that, instead of such duties, the duties set forth in figures in the table hereinafter contained shall, in respect of the articles aforesaid, which shall be imported into or entered for home consumption at Mauritius, be raised, levied, collected, and paid in like manner as if such duties had been imposed in and by the ordinance No. 9, of 1854, entitled "An ordinance to impose duties of customs on goods, wares, and merchandise imported into Mauritius," and had been set forth in the table contained therein.

Table of duties.

	<i>s.</i>	<i>d.</i>
Tobacco, leaf, or unmanufactured, per pound.....	1	0
Tobacco manufactured, per pound.....	1	2
Tobacco, segars, and snuff, per pound.....	1	4

II. This ordinance shall commence and take effect on and from Saturday, the 23d day of November, A. D. 1867. Passed in council, at Port Louis, island of Mauritius, this eighth day of November, one thousand eight hundred and sixty-seven.

Ordinance No. 29 of 1867, enacted by the governor of Mauritius and its dependencies, with the advice and consent of the council of government thereof.

AN ORDINANCE to consolidate and amend ordinances Nos. 33, of 1863, 25, of 1866, and 13, of 1867, and to alter the customs duties on certain articles imported into Mauritius. (November 15, 1867)

Whereas, by ordinance No. 33, of 1863, entitled "An ordinance to alter the customs duties on certain articles imported into Maritius," certain duties of customs have been imposed upon wine, beer, and porter, cider and perry, in substitution for the duties imposed upon such articles by ordinance No. 9, of 1854; and whereas, by the said ordinance No. 33, of 1863, certain duties of customs have been imposed upon the importation into Mauritius of certain goods, wares, and merchandise therein, in article 2, enumerated, and which had therefore been exempt from such duty ; and whereas, in the said last-mentioned ordinance it was enacted that the same should take effect on the 1st day of January, 1864, and should continue in force for one year and no longer ; and whereas, by ordinance No. 24, of 1864, 26, of 1865, and 25, of 1866, the operation of the said ordinance No. 33, of 1863, has been prolonged for several successive periods, the last whereof terminates on the 31st day of December, 1867, when the said last-mentioned ordinance would cease to have effect ; and whereas, by ordinance No. 13, of 1867, entitled "An ordinance to alter the customs duties on certain articles imported into Mauritius," an increased rate of duty has been imposed upon wine, beer and porter imported into, or entered for home consump-

tion at Mauritius, in lieu of the duties imposed upon such last mentioned articles by the said ordinance No. 33, of 1863; and whereas it is expedient to consolidate and amend the provisions contained in ordinances Nos. 33, of 1863, and 13, of 1867, and to continue for a further period the several duties imposed by the said last mentioned ordinances :

Be it therefore enacted by his excellency the governor, with the advice and consent of the council of government, as follows :

I. *Repeal*.—Ordinances No. 33, of 1863; No. 25, of 1866; and No. 13, of 1867, are hereby repealed.

II. *Table of new duties on wine, &c.*—Instead of the duties imposed by ordinance No. 9, of 1854, and specified in the table contained therein, on wine, beer, and porter, cider and perry, the duties hereinafter specified shall be raised, levied, collected, and paid upon the several above mentioned articles, respectively, upon being imported into, or entered for home consumption at Mauritius.

1. *Wines in the wood*.—Per cask of 50 gallons content, £1 12s., and proportionately for any greater or less contents. In bottle, per dozen bottles, 5s. 6d.

2. *Beer and porter*.—In casks, per hogshead, £1 12s.; in bottles, per dozen bottles, 2s.

3. *Cider and perry*.—In casks, per hogshead, £1; in bottles, per dozen bottles, 1s.

III. *Duties to be imposed on certain articles formerly exempted*.—There shall be raised, levied, collected and paid the several duties of customs hereinafter set forth upon all goods, wares, and merchandise, of the kinds hereinafter enumerated, which shall be imported or brought into Mauritius, viz :

	£.	s.	d.
Bread, biscuit, per cwt.....	0	0	6
Wheat per bag (164 pounds Eng.).....	0	0	6
Wheat flour per hundred.....	0	0	6
Bran.....	0	0	4
Barley.....	0	0	6
Beans.....	0	0	6
Dholl per bag (164 pounds English).....	0	0	6
Grain per bag.....	0	0	6
Maize, per hundred.....	0	0	4
Oats per hundred.....	0	0	6
Peas per hundred.....	0	0	6
Pollard per hundred.....	0	0	6
Rice per bag (164 pounds English).....	0	0	6
Lentils per bag.....	0	0	6
Beef, salted, per hundred.....	0	2	0
Pork, salted, per hundred.....	0	2	0
Fish, salted, dried, &c., per hundred.....	0	1	0
Fish, pickled, per barrel of 200 pounds.....	0	2	0

IV. *Duties to be levied as under ordinance No. 9 of 1854*.—The several duties in this ordinance provided shall be raised, collected, levied, and paid, in the same manner in all respects as if they had been imposed by ordinance No. 9 of 1854.

V. *Part repeal of ordinance No. 9 of 1854*.—The ordinance last aforesaid is hereby repealed, in so far as it is provided that the several goods and others enumerated in article 3 hereof should be exempted from custom duty.

VI. *Ordinance No. 30 of 1865 extended*.—The provisions of ordinance No. 30 of 1865, entitled "An ordinance to authorize the governor to make compensation to public contractors on account of increase of customs duties," shall extend and apply to the duties imposed by the present ordinance.

VII. *Promulgation and duration*.—The present ordinance shall take effect

on and from Saturday, the 30th November, A. D. 1867, and shall continue in force for three years from the above date.

Passed in council at Port Louis, island of Mauritius, this fifteenth day of November, one thousand eight hundred and sixty-seven.

Ordinance No. 30 of 1867, enacted by the governor of Mauritius and its dependencies, with the advice and consent of the council of government thereof.

AN ORDINANCE to impose a tax on the cultivation of tobacco grown and produced in this colony.

Whereas, by ordinance No. 5 of 1850, it is provided that a license duty shall be paid for the manufacture of tobacco in this colony, which provision has been re-enacted by ordinance No. 37, 1863; and whereas tobacco grown and produced in this colony is not subject to any tax or duty, save and except the license duty aforesaid, which is to be levied on its being manufactured; and whereas tobacco grown and produced in the dependencies of this colony is introduced duty free into this colony; and whereas it is expedient to impose a tax on the cultivation of tobacco grown and produced in this colony, as also a duty upon the importation into this colony of tobacco grown and produced in the dependencies:

Be it therefore enacted by his excellency the governor, with the advice and consent of the council of government, as follows:

I. *Yearly duty payable on tobacco land.*—From and after the date when the present ordinance shall come into operation, all land within this colony planted in tobacco shall be chargeable with a yearly tax of £16 per acre, (arpent,) French measurement, and proportionally for any fraction of an acre; which tax shall be payable and collected at the times and in the manner hereinafter provided.

Fractional assessments.—For the purpose of assessment of such tax, any portion of land less than one-eighth of an acre, French measurement, in area, shall be taken to be one-eighth of an acre.

II. *Declaration of extent of land planted.*—From and after the date when the present ordinance shall come into operation, any person who shall plant land in tobacco shall be bound, within one month from the date of planting out the land from whence the crop is to be gathered, to make declarations in writing to the collector of internal revenue of the quantity of land so planted by him, and to pay to the said collector, at the time of making such declaration, the tax chargeable as aforesaid upon the land so planted by him for one year from the date of such declaration. A further declaration shall be made, and a further payment of tax at the rate aforesaid shall also be made by such person, so often as he shall plant other land in tobacco beyond the land first declared by him as aforesaid.

III. *Declaration of extent of lands already planted.*—Any person who, at the date when the present ordinance shall come into operation, shall have already planted land in tobacco, shall be bound, within one month from the date aforesaid, to make the declaration prescribed in article II and to pay the tax chargeable upon such land as aforesaid.

IV. *Penalty for non-declaration.*—Any person who shall neglect to make the declaration of any land planted by him in tobacco, in manner prescribed by articles II and III, shall be liable to a penalty equal to double the tax so chargeable upon the land so planted by him, and to the forfeiture of all the tobacco planted upon such land, which penalty and forfeiture shall be awarded by the district magistrate for the district in which such land shall be situated upon an information exhibited by the collector of internal revenues, or by any person authorized by him in writing to sue for such penalty and forfeiture.

V. *Penalty for false declaration.*—Any person who shall declare a less quantity of land than the actual quantity planted by him shall be liable to a penalty equal to double the tax chargeable upon the land planted by him in excess of the quantity declared, and to the forfeiture of all the tobacco planted by him upon such excess of land.

Such last-mentioned penalty and forfeiture shall be sued for and recovered in the same manner as is prescribed in the preceding article. Declaration need not be renewed annually.

VI. *Duty chargeable year by year*—Whenever any person shall have made declaration as prescribed in and by articles II and III of land planted in tobacco, he shall be liable to the payment of a further tax after the rate hereinbefore prescribed at the expiration of twelve calendar months from the date of such declaration, and in like manner at the expiration of each succeeding twelve months: *Provided*, That such liability shall cease from the time that such person shall have given notice to the collector of internal revenues, and shall have proved to the satisfaction of the said collector that such land is no longer planted in tobacco.

VII. *Penalty for non-payment of duty for subsequent years.*—Any person who shall fail to pay the tax chargeable under the preceding article upon any land planted by him in tobacco, within one calendar month after such tax shall have become payable, shall, over and above any amount of tax to which he may be liable, incur the forfeiture of all the tobacco planted by him upon such land. The said tax and forfeiture may be sued for and recovered in the manner prescribed in article IV hereof.

VIII. *Disposal of forfeited tobacco.*—Any tobacco adjudged to be forfeited under the provisions of the present ordinance may be uprooted and destroyed, or otherwise disposed of, for the benefit of the colonial treasury, according as the collector of internal revenues shall direct.

IX. *Refund of duty on destruction of crops.*—In case any person shall, under the provisions of articles II and III, have paid tax in respect to any land planted by him in tobacco, and in case, within one twelvemonth from the payment of such tax, the crop of tobacco upon such land shall have been entirely destroyed by hurricane or stress of weather, such person may, within ten days from the destruction of such crop, claim from the collector of internal revenues a refund of the duty so paid by him; and the said collector, upon proof to his satisfaction of such destruction, shall give a certificate to that effect, setting forth therein the amount of tax to be refunded, which certificate shall be a sufficient warrant to the colonial treasurer to refund to the bearer thereof the amount of tax therein set forth.

X. *Refund of duty on destruction of crops.*—In like manner and under similar circumstances, any person chargeable with tax under the provisions of article VI, upon any land planted by him in tobacco, shall be entitled to a remission of such tax upon claim made and proof of destruction as provided in the preceding article.

XI. *Occupier of land liable for duty, &c.*—The occupier of any land planted in tobacco shall be deemed and taken, until proof to the contrary, to be the person chargeable with tax in respect of the cultivation of tobacco upon such land, and shall be liable to any penalties and forfeitures imposed under the provisions of the present ordinance.

XII. *Share of penalty may be awarded to informer.*—In any case where a penalty shall have been recovered against any person for a contravention of any of the provisions of the present ordinance the collector of internal revenue shall have power to award a share of such penalty, not exceeding one-half, to the informer of the contravention.

XIII. *Import duty on tobacco grown on dependencies.*—Tobacco grown and produced in any dependency of this colony shall, upon the same being imported into this colony, be chargeable with a customs duty of 4*d.* per pound.

XIV. *Proof that tobacco was grown in dependencies.*—Before any tobacco shall be entered at the custom-house as being of the produce of any of the dependencies of this colony, the master of the ship importing the same shall deliver to the collector of customs a certificate of produce under the hand of the proper officer of the place where such tobacco was taken on board, in the form of the schedule hereunto annexed. Any tobacco imported without such certificate shall be deemed foreign tobacco, and shall be chargeable with duty as such.

XV. *Date of operation.*—This ordinance shall come into operation on and from the 1st day of February, A. D. 1868.

Passed in council, at Port Louis, island of Mauritius, this 15th day of November, 1867.

POINT DE GALLE—G. W. PRESCOTT, *Commercial Agent*.

OCTOBER 1, 1867.

I have the honor to transmit herewith my report for the year ended September 30, 1867.

In this report I have embodied the exports from the island of Ceylon to the United States of America for the previous year, ended September 30, 1866, which was omitted to be forwarded at the time, owing to the lateness of the receipt of my returns from the other parts of the island. In future I shall take timely precautions to prevent a like occurrence.

The past year has been remarkably quiet and devoid of interest in a commercial point of view. Now there is apparently an increased animation and activity throughout the entire community. Through the aid of government new resources and facilities are being opened, of which the merchants seem eagerly anxious to take every advantage.

The principal feature of the past year, in the march of improvement and progress, has been the opening from Colombo (the principal seaport) of the first railroad to Kandy, a distance of over seventy miles, into the interior of the island, (the opening of the railroad took place on the 1st of July of the present year,) furnishing an easy access to the market for the extensive crops of the coffee plantations, through which it passes and terminates.

The government has established irrigation commissions throughout the island, so that extensive tracts of land long laid waste have been or are being brought under cultivation and made available.

New roads at the expense of government are rapidly being opened from the various districts in the interior to the seaports in every direction, thereby giving to the planters increased facilities in getting their crops to a market.

The revenue of the island for the five years ending with 1867, in comparison with the five years ending with 1857, shows an increase of more than 78 per cent. The increase in value of private land in the market, rate of wages, domestic and agricultural, house rent, price of commodities, have all increased in value full 50 per cent.

The port of Galle may be considered the "port of call" for all the mail steamers of the Indies, the Peninsular and Oriental line of mail steamers to and from Suez, China, and Calcutta touching here twice in each month; the Peninsular and Oriental mail steamers from Australia, once in each month; the Union mail line of steamers, from the Cape and Mauritius once a month. The Messageris Imperials have also established a mail line of first-class steamers, touching at Galle both on their way to and from Suez, China, and Calcutta once each month.

The port of Galle is situated in latitude $6^{\circ} 1' 40''$ north, longitude $80^{\circ} 14'$ east, at the most southern extremity of the island and to the east of the fort.

It is not safe or prudent to enter the harbor without a pilot in charge, as between the light-house and watering point there are many dangerous sunken rocks extending within the harbor, varying from three to twenty feet of water. Notwithstanding these obstructions at the entrance, the harbor affords a safe anchorage for vessels during most parts of the year.

The southwest monsoon generally sets in, with violent squalls of wind and rain, about the end of May to the beginning of June, and the port is occasionally visited during the monsoon by heavy swells, running in from the southward.

The northeast monsoon sets in about the end of October, and fine weather, with smooth water, prevails until the southwest monsoon again comes round. The erection of a breakwater has been most strenuously advocated. Its construction would be of incalculable advantage to the port of Galle.

The principal, and about the only import to Galle, is coal for the supplying of the numerous steamers constantly calling here for it. * * * *

Comparative statement showing the description and quantity of the exports from the island of Ceylon during the past four years.

Years.	Coffee.		Total.	Cinnamon.	Cocoa-nut oil.
	Plantation.	Native.			
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
From Oct. 1, 1863, to Sept. 30, 1864.....	514,686	137,949	652,635	680,978	167,826
From Oct. 1, 1864, to Sept. 30, 1865.....	607,734	268,363	876,097	889,361	90,197
From Oct. 1, 1865, to Sept. 30, 1866.....	608,263	235,286	843,549	941,854	71,786
From Oct. 1, 1866, to Sept. 30, 1867.....	637,102	200,129	837,231	818,166	89,240
Total	2,367,785	841,727	3,209,512	3,330,359	419,049

Years.	Plumbago.	Coir.				Ebony.	Deer horns.
		Rope.	Junk.	Yarn.	Fibre.		
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
From Oct. 1, 1863, to Sept. 30, 1864.....	75,012	2,821	.....	28,045	1,235	10,808	589
From Oct. 1, 1864, to Sept. 30, 1865.....	46,120	3,520	448	30,831	3,296	41,183	1,122
From Oct. 1, 1865, to Sept. 30, 1866.....	42,445	2,871	.....	40,662	1,167	27,558	696
From Oct. 1, 1866, to Sept. 30, 1867.....	49,795	4,132	701	35,214	3,002	17,075	921
Total	213,372	13,344	1,149	134,752	8,700	96,624	3,328

Statement showing the quantity, description, and value of exports from Ceylon to the United States from October 1, 1865, to September 30, 1866.

Articles.	Quantity.	Value.
Coffee, plantation	331 2 27	
native	4,058 0 21	
Total	40,839 3 20	\$557,682 31
Plumbago	12,894 2 0	39,735 23
Indigo	12,842 1/2	10,470 94
Coir, yarn	2,325 3 11	15,916 80
Cinnamon and essential oils:		
Cinnamon	200	
Citronella oil	66	
Cinnamon oil	59	846 92
Lemon grass oil	46	
Ebony and satin wood	998 0 10	1,272 93

From October 1, 1866, to September 30, 1867.

Articles.	Quantity.	Value.
Coffee, native.....cwt.	11,578 18 0	\$151,862 68
Plumbago.....do.	7,570 2 0	23,619 88
Coir yarn.....do.	52 0 15	-----
Essential oil: Citronella.....ounces.	2,357	138 87
Satin wood and ebony.....cwt.	28 1 1	592 05

Total value of exports to the United States for year ended September 30, 1866..... \$625,925 13
 Total value of exports to the United States for year ended September 30, 1867..... 176,532 19

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States during the several quarters of the year ended September 30, 1867, (compiled from official invoices.)

Description.	Value, including costs and charges.
Lump plumbago.....	\$7,678 54
Native coffee.....	80,307 15
Citronella oil.....	138 87
Coir yarn.....	318 71
Ebony and satinwood.....	592 05
Total for quarter ended December 31, 1866.....	89,035 32
Total for quarter ended March 31, 1867.....	77,464 80
Total for quarter ended June 30, 1867.....	6,620 21
Total for quarter ended September 30, 1867.....	4,938 84
Grand total.....	178,059 17

CALCUTTA—N. P. JACOBS, *Consul General.*

September 30, 1867.

Tabular statement showing the description, quantity, and value of the exports from this port to the United States during the several quarters of the year ended September 30, 1867, compiled from official invoices.

Description.	Quantity.	Value.		
		<i>Rupees.</i>	<i>Annas.</i>	<i>Pice.</i>
Linseed.....	23,050 packets, 122,469 bags.	1,650,387	14	1
Coir matting, yarn, and seer suckers....	86 bundles, 12 cases, and 705 rolls.	26,729	0	7
Goat skins.....	234 bales.....	58,869	15	3
Gunny bags and cloth.....	16,273 bales.....	711,236	1	6
Jute.....	9,445 bales.....	143,155	5	9
Dry-ginger.....	500 bags.....	3,778	2	6
Castor oil.....	650 cases.....	20,193	14	9
Cow and buffalo hides.....	661 bales.....	135,271	3	7
Linseed and jute.....	6,255 bales and 3,000 bags.	136,700	6	1
Linseed, goat skins, and gunny cloth....	1,500 packets, 4,500 bags, and 1,621 bales.	153,876	7	2
Cashmere shawls and cotton piece goods.	3 cases.....	7,218	14	
Cow hides and goat skins.....	199 bales.....	41,944	4	
Tea.....	255 boxes.....	15,194	5	1
Saltpetre and linseed.....	7,688 bags, 3,500 packages.	107,581	12	6
Rags.....	525 bags.....	4,053	2	9
India-rubber.....	80 cases, 320 bags, and 20 bales.	15,744	9	0

Tabular statement showing the description, quantity, &c.—Continued.

Description.	Quantity.	Value.		
		<i>Rupees.</i>	<i>Annas.</i>	<i>Pice.</i>
Indigo.....	293 chests.....	230,164	12	3
Tumeric, lac dye, and shellac.....	721 chests and 500 bags...	58,252	15	2
Buffalo hides, jute and gunny bags.....	9,938 bales.....	247,833	12	5
Buffalo hides, gunny bags.....	575 bales.....	34,262	10	5
Tumeric, safflower, and lac dye.....	330 bags, 15 bales, and 40 chests.	7,620	1	6
Linseed, India-rubber, jute.....	2,365 bags and 700 bales..	45,714	7	3
Cow and buffalo hides and jute.....	115 bales.....	5,025	7	9
Buffalohides, goat skins, and gunny cloth.....	145 bales.....	14,745	1	4
Shellac, lac dye, and linseed.....	600 packets and 33 cases..	3,670	6	3
Castor oil, buffalo horns, and India-rubber.....	100 cases, 5,500 pieces, and 72 bags.	8,519	2	9
Buffalo hides, goat skins, and gunny bags.....	553 bales.....	35,043	3	3
Jute, gunny cloth and bags.....	784 bales.....	26,619	2	3
Linseed, gunny bags and cloth.....	7,175 bags and 300 bales..	118,643	3	0
Saltpetre, buffalo hides, and goat skins.....	124 bags and 21 bales....	5,560	9	0
Gunny cloth, buffalo hides, and goat skins.....	269 bales.....	26,204	2	2
Gum tragacanth, rags, and gunny cloth and bags.....	750 bales and 2 cases.....	18,563	8	1
Gunny bags, jute, and shellac.....	1,027 bales and 50 cases....	35,668	0	9
Linseed, jute, and gunny cloth.....	1,500 bags and 1,300 bales.	65,438	2	0
Linseed, jute, gunny bags and cloth.....	115 bags and 60 bales....	3,847	4	6
Linseed, gunny cloth and bags.....	1,500 bags, 5,250 packages, and 1,750 bales.	114,512	8	9
Linseed, buffalo hides, goat skins.....	2,000 bags and 70 bales....	40,344	14	9
Cow hides, shellac, and indigo.....	50 bales, 50 cases, and 18 chests.	26,722	14	9
Lac dye, indigo, tumeric, and safflower.....	1,115 bales and 116 chests.	25,789	13	9
Tumeric, lac dye, safflower, linseed, buffalo hides, gunny cloth, jute, shellac, bamboo poles, and dry ginger.....	1,190 bags, 31 chests, 1,565 bales, 2,700 packages, and 100 cases.	222,023	3	11
Gunny bags, buffalo hides, and goat skins.....	180 bales.....	15,765	7	11
Rags, gunny cloth and bags, and goat skins.....	263 bales.....	8,945	9	11
Linseed, jute butts, and jute.....	1,000 packets and 929 bales.	11,655	7	10
Linseed, gunny bags and cloth.....	617 bags and 588 bales....	49,848	10	4
Linseed, buffalo hides, goat skins, gunny cloth, and lac dye.....	433 bags, 158 bales, and 18 cases.	23,597	13	6
Sundries.....	1,500 packages and 2 bundles.	3 liter	4	4
Total for quarter ended December 31, 1866.....		4,716,131	10	4
Total for quarter ended March 31, 1867.....		3,021,768	3	9
Total for quarter ended June 30, 1867.....		4,440,849	10	4
Total for quarter ended September 30, 1867.....		4,108,065	13	2
Grand total.....		16,286,815	5	7

\$2,358,065 57
1,510,884 12
2,220,424 82
2,054,032 86

SINGAPORE—ISAAC STONE, *Consul*.

OCTOBER 1, 1867

* * * * *

The number of the arrivals of American vessels during the past year has been 35, two more than the year previous. Of this number, eight were United States steamers, (men-of-war.) Of the whole number arriving, 15 were steamers

Enclosure A will show a comparative statement of the value of the imports and exports during the years 1865, 1866 and 1867.

There has been an increase of imports over last year of \$904,680; from America, over the previous year, \$1,009. But of exports, there has been a total decrease during the year of \$3,070,464, and to America a falling off of \$304,034.

There is still a large portion of the freight between this port and the United States of America carried in foreign vessels, and in American vessels under foreign colors, though less than the year previous.

Since my last report "the Straits settlements" have ceased to be a dependency of a dependency, or part of India. They now constitute a Crown colony. The transfer took place on the 1st April, 1867, when Sir Harry St. George Ord (formerly governor of Bermuda) was inaugurated governor.

There have been many new laws enacted, but I am happy to report that there has been no change in the old regulations in regard to the freedom of the port.

The prosperity of the place is due to and must depend upon the entire exemption from all imposts on trade.

Comparative statement showing the description and value of imports and exports from and to the port of Singapore during the official years of 1865-'66, and -'67.

Country.	Imports.			
	1865-'66.	1866-'67.	Increase.	Decrease.
Great Britain	\$3, 646, 514	\$11, 591, 030	\$2, 944, 516	.....
North America	60, 706	61, 715	1, 009	.....
Europe	1, 851, 695	2, 209, 422	357, 727	.....
Australia	67, 774	131, 661	63, 887	.....
Calcutta	3, 161, 234	1, 998, 467	.....	\$1, 168, 767
Madras	102, 230	78, 758	.....	23, 472
Bombay	684, 538	253, 489	.....	431, 049
China	3, 996, 845	4, 125, 551	128, 706	.....
Cochin China	522, 931	896, 293	373, 362	.....
Siam	1, 244, 190	1, 441, 235	197, 045	.....
Manila	286, 445	250, 710	.....	35, 735
Java, Rhio, Bally, &c	4, 915, 171	4, 981, 129	65, 958	.....
Borneo	900, 656	1, 004, 784	104, 128	.....
Celebes	395, 546	522, 203	126, 657	.....
Sumatra	479, 922	496, 405	16, 483	.....
Malayan Peninsula	846, 160	935, 335	89, 175	.....
British Burmah	1, 792, 013	521, 865	.....	1, 270, 149
Miscellaneous	4, 130, 490	3, 495, 689	.....	634, 801
Total	34, 091, 060	34, 995, 740	4, 468, 653	3, 563, 973
Increase .....	.....	994, 680	904, 680	.....

Country.	Exports.			
	1865-'66.	1866-'67.	Increase.	Decrease.
Great Britain	\$3, 478, 478	\$3, 971, 823	\$493, 345	.....
North America	1, 441, 067	1, 137, 033	.....	\$304, 034
Europe	640, 305	434, 127	.....	206, 178
Australia	63, 727	33, 520	.....	30, 207
Calcutta	5, 087, 824	3, 756, 030	.....	1, 331, 794
Madras	95, 668	126, 757	31, 089	.....
Bombay	2, 377, 897	897, 864	.....	1, 480, 033
China	5, 259, 590	3, 656, 620	.....	1, 602, 970
Cochin China	1, 457, 163	1, 475, 261	18, 098	.....
Siam	2, 294, 794	2, 767, 327	472, 533	.....
Manila	64, 587	132, 425	67, 838	.....
Java, Rhio, Bally, &c	2, 126, 416	3, 182, 666	1, 056, 250	.....
Borneo	921, 277	748, 474	.....	172, 803
Celebes	487, 753	727, 086	239, 333	.....
Sumatra	510, 649	459, 775	.....	50, 874
Malayan Peninsula	770, 010	918, 440	148, 430	.....
British Burmah	647, 755	627, 295	.....	20, 460
Miscellaneous	4, 058, 847	3, 660, 820	.....	398, 027
Total	31, 783, 807	28, 713, 343	2, 526, 916	5, 597, 380
Decrease	28, 713, 343	.....	.....	2, 526, 916
Decrease	3, 070, 464	.....	.....	3, 070, 464

CEYLON—G. W. PRESCOTT, *Commercial Agent*.

MARCH 11, 1868.

I have the honor of enclosing you the following statistics, taken from the "Ceylon Blue Book" of 1864, the latest that has been issued.

The area of the island of Ceylon is estimated at 24,700 square miles; population in 1864, at 2,051,100.

There are eighteen custom-houses on the island, stationed at the following ports: In southern province 5—Galle, Ballepitty-moder, Dodandowe, Belligam, and Wambautotte; in western province 5—Colombo, Negombo, Calpentyu, Caltura, and Barberyu; in northern province 6—Jaffua, Point Pedro, Kangesantowe, Manaar, Pesalle, and Pangalle; in eastern province 2—Trincomalie and Batticaloa.

I also enclose schedules Nos. 1, 2, and 3, of the nationality and tonnage to and from Ceylon for the years 1864, 1865, and 1866, together with No. 4, imports of Ceylon; No. 5, exports from Ceylon, for the same period.

SCHEDULE No. 1.—*Statement showing the nationality, number, and tonnage of vessels employed in the carrying of goods to and from Ceylon during the year 1864.*

Nationality.	Inward.		Outward.	
	No.	Tons.	No.	Tons.
British, United Kingdom	351	247,353	386	265,800
British, colonial	2,692	213,776	2,771	214,150
French	54	47,158	56	48,052
Swedish	4	2,283	4	2,283
Danish	2	1,772	2	1,772
Dutch	1	506	2	1,778
German	4	1,490	4	2,107
Portugese	1	260	1	260
Maldivian	17	638	21	946
Sardinian	1	714	1	714
American	4	3,950	6	5,945
Norwegian	1	662	2	1,595
Hanoverian	1	872	1	872
Belgian	1	418	1	418
Hanseatic towns	3	1,481	2	970
Total	3,137	523,333	3,260	547,662

SCHEDULE No. 2.—*Statement showing the nationality, number, and tonnage of the vessels employed in the carrying of goods to and from Ceylon during the year 1865.*

Nationality.	Inward.		Outward.	
	No.	Tons.	No.	Tons.
British, United Kingdom	407	303,237	402	302,333
British, colonial	2,786	209,769	2,823	209,279
French	49	45,997	48	45,771
Danish	1	890	.....	.....
Dutch	1	1,082	.....	.....
Russian	1	552	1	552
Portugese	1	260	1	260
Maldivian	26	1,147	23	770
American	9	9,228	10	9,254
Hanseatic towns	7	3,864	10	4,598
Prussian	1	996	1	996
Total	3,289	577,022	3,326	573,818

SCHEDULE No. 3.—Statement showing the nationality, number, and tonnage of vessels employed in the carrying of goods to and from Ceylon during year 1866.

Nationality.	Inward.		Outward.	
	No.	Tons.	No.	Tons.
British, United Kingdom	374	285, 125	390	293, 391
British, colonial	2, 761	223, 130	2, 812	231, 222
French	67	61, 229	65	59, 983
Swedish	1	947	1	947
Dutch	1	422	2	1, 504
German	1	717	1	717
Maldivian	20	1, 146	19	1, 117
Italian	1	387		
American	7	7, 005	7	7, 006
Norwegian	1	590	1	590
Belgian	3	1, 935	3	1, 935
Hanseatic towns	3	610	3	610
Total	3, 240	583, 243	3, 304	599, 022

SCHEDULE No. 4.—Tabular statement showing the comparative value of the imports into Ceylon during the years 1864, 1865, and 1866.

Where from.	1864.	1865.	1866.
United Kingdom	£1, 651, 587 1 1	£904, 255 3 10	£1, 390, 686 12 5
Cape of Good Hope	348 9 0	103 10 0	
Mauritius	31, 343 3 6	20, 633 10 0	29, 921 9 6
Aden	30 0 0	39 11 5	47 18 10
British possessions in India	2, 821, 092 14 1	3, 486, 106 16 10	2, 746, 439 18 1
Hong Kong	8, 710 19 4	6, 064 0 7	9, 828 5 0
Australia	629, 843 13 5	330, 841 8 8	520, 340 16 1
France	87 0 0	512 17 9	
Buenos Ayres	2, 813 0 0	4 9 3	198 6 0
Suez	135, 693 15 5	85, 007 3 1	74, 377 15 6
Maldives	41, 880 12 0	31, 129 1 6	29, 788 17 1
French possessions in India	156, 550 17 8	136, 518 1 8	150, 557 11 0
United States	8, 273 0 0	12, 803 16 1	8, 860 0 0
Macao	593 0 0	1, 771 10 4	
Bolivia	4, 800 0 0	6, 035 5 11	
Peru	33, 315 10 0		
Madeira	1 7 10		
St. Helena		5 0 0	
Madagascar		347 17 10	
Muscat			12 0 0
Bourbon			2 0 0
Total	5, 526, 964 3 4	5, 022, 179 4 9	4, 961, 061 9 6
Deduct specie	1, 771, 052 16 5	1, 723, 667 6 11	1, 443, 577 9 5
Value of goods	3, 755, 911 6 11	3, 298, 511 17 10	3, 517, 184 0 1

SCHEDULE No. 5.—*Tabular statement exhibiting the comparative value of the exports from Ceylon during the years 1864, 1865, and 1866.*

Where from.	1864.	1865.	1866.
United Kingdom.....	£2, 015, 326 3 3	£2, 420, 056 5 10	£2, 385, 126 9 10
British possessions in India.....	957, 545 10 1	961, 013 6 0	920, 577 12 0
Mauritius.....	923 17 0	21, 175 16 0	25, 735 0 6
Aden.....	194 7 0	20 2 0	2, 108 14 6
Hong Kong.....	52, 060 9 6	3, 708 10 0	41, 813 8 3
Australia.....	5, 124 18 1	14, 649 12 0	18, 072 12 8
Gibraltar.....	348 9 6	50 0 0	50 0 0
Cape of Good Hope.....	8, 161 10 5	47, 306 5 11	19, 039 16 0
France.....	9, 291 15 10	1, 076 10 0	73, 283 15 7
Suez.....	23, 076 9 11	12, 327 7 5	22, 114 19 7
French possessions in India.....	6, 740 13 10	6, 078 12 5	4, 255 9 3
Maldivé islands.....	28, 481 8 7	40, 347 7 4	73, 675 7 0
United States.....	5, 341 12 0	.....	600 6 10
Dutch possessions in India.....	3, 112, 268 15 6	3, 565, 157 1 5	3, 586, 453 12 0
Total.....	450, 621 11 0	496, 002 0 0	516, 206 6 5
Deduct specie.....	2, 661, 647 4 6	3, 069, 155 1 5	3, 070, 247 5 7
Value of goods.....	.....	.....	.....

1866—Value of goods exported, Ceylon produce.....	£2, 693, 830 1 10
Value of imports exported.....	376, 417 3 9
Value of specie exported.....	516, 206 6 5
Total value of exports.....	<u>3, 586, 453 12 0</u>

MELBOURNE—HENRI HART, *Acting Consul.*

A return of the arrival of foreign vessels at Melbourne from ports of the United States for the quarter ended March 31, 1867.

Nationality.	Tonnage.	Where from.	Cargo.
Australian-British.....	256	San Francisco.....	Grain.
Australian-British.....	188	San Francisco.....	Grain.
Danish.....	694	New York.....	General cargo.
British.....	548	San Francisco.....	Grain.
Australian-British.....	799	New York.....	General cargo.
Danish.....	542	San Francisco.....	Grain.
	3, 027		

MELBOURNE—GEO. R. LATHAM, *Consul.*

SEPTEMBER 27, 1867.

* * * * *

By comparing exhibit A, showing the nationality of vessels, with that of B, showing the number and tonnage of vessels, and from what countries entered, it will be seen that from 1858 to 1863, inclusive, the vessels entering the ports of Victoria with United States registers far exceeded in number and tonnage those entering from United States ports; that not only was our own commerce carried on in our own vessels, but there were many United States vessels engaged in commerce between this colony and foreign nations other than the

United States. But since 1863 the vessels entering from the United States are largely in excess in number and tonnage of those entering with United States registers, showing that a large proportion of the commerce of the United States with this colony is now carried on in foreign bottoms. Since I took charge of this office, (August 6,) but one United States vessel has arrived in the port of Melbourne, while three vessels with English registers have arrived from United States ports.

This evil is easily accounted for; but now that our flag is a protection to our unarmed merchantmen on every sea, instead of an invitation to piracy and plunder, it is certainly very desirable that it should, if possible, be speedily remedied, and that those who were *particeps criminis* in driving our shipping from the seas should be allowed to profit by their wrong no longer than our positive inability to apply a remedy exists.

These returns, however, as also exhibit C, show that there has been little or no actual falling off in our trade with this colony, and the last year reported (1866) presents a very favorable return and large increase over the preceding year.

Exhibits D and E show, respectively, the value of the imports and exports of the colony for the ten years before mentioned, also the principal items which enter into those values; while F and G present an interesting exhibit of all the articles which in 1866 entered into the commerce of the colony, distinguishing the commerce with the United States from that with other countries; and H presents, at a single view, the value of the entire interchange of the colony with all other countries during the year 1866.

Business is now exceedingly dull here, and there is very little doing in the way of importations. The "free traders" attribute the stagnation to the operation of the late tariff of February 6, 1867, by which the duties on many articles of importation are largely increased, and they are exerting themselves to manufacture capital enough out of the stagnation to effect a change in the tariff and return to former low duties. Freights outward, however, are in good and increasing demand, and the mercantile community are hopeful of a speedy revival of business.

A.—Statement showing the number and tonnage of vessels entered into the colony of Victoria during the ten years ended December 31, 1866; also their nationalities.

YEAR.	Number of vessels.		VESSELS ENTERED.							
			British.		Colonial.		Belonging to the United States.		Belonging to other foreign countries.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1857.....	2, 190	694, 564								
1858.....	2, 034	648, 103	400	248, 919	1, 392	233, 879	99	94, 028	143	71, 277
1859.....	2, 026	634, 131	560	266, 550	1, 215	214, 440	91	77, 152	169	75, 989
1860.....	1, 814	581, 642	525	236, 880	1, 064	198, 576	108	91, 689	117	54, 497
1861.....	1, 778	549, 195	483	240, 832	1, 121	204, 937	84	64, 080	90	39, 346
1862.....	1, 715	556, 188	325	232, 799	1, 214	223, 785	77	55, 637	99	43, 967
1863.....	1, 739	624, 061	332	245, 728	1, 191	259, 273	84	57, 850	132	61, 210
1864.....	1, 816	620, 200	333	237, 928	1, 355	318, 545	35	22, 929	93	40, 798
1865.....	1, 743	580, 973	301	221, 210	1, 353	312, 502	20	14, 704	69	32, 557
1866.....	2, 078	649, 979	299	219, 172	1, 648	359, 681	27	21, 442	104	49, 684
Total..	18, 933	6, 139, 036	3, 558	2, 150, 018	11, 553	2, 325, 618	625	499, 511	1, 007	469, 325

B.—Statement showing the number and tonnage of vessels entered into the colony of Victoria during the year ended December 31, 1866, distinguishing those from the United Kingdom, the Australian colonies, other British possessions, the United States, and other foreign countries.

YEAR.	Number of vessels entered.		VESSELS ENTERED FROM—									
			The United Kingdom.		Australian colonies.		Other British possessions.		The United States.		Other foreign countries.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1857....	2,190	694,564	307	290,680	.....	.....	1,758	330,594	50	36,841	75	36,449
1858....	2,034	648,103	235	320,436	1,519	260,263	113	53,161	61	47,635	106	56,608
1859....	2,026	634,131	231	213,780	1,490	258,764	119	55,329	57	41,367	129	64,891
1860....	1,814	581,642	218	211,987	1,364	250,411	88	38,903	62	40,412	82	39,929
1861....	1,778	549,195	171	169,615	1,386	269,474	97	46,104	48	32,805	76	31,197
1862....	1,715	556,188	152	155,519	1,329	291,680	102	45,846	34	22,413	98	40,730
1863....	1,739	624,061	190	188,697	1,295	308,284	110	47,520	38	29,038	106	50,522
1864....	1,816	620,200	156	168,124	1,430	346,265	95	39,798	43	26,422	92	39,591
1865....	1,743	589,973	129	147,689	1,367	324,857	100	39,509	35	22,975	112	45,943
1866....	2,078	649,979	128	146,369	1,642	358,479	113	46,638	74	46,045	124	52,448
Total.	18,933	6,139,036	1,917	1,922,896	12,822	2,668,477	2,692	743,402	502	345,953	1,000	458,308

C.—Value of imports from and exports to the United States, (decennial return.)

	Imports from the United States.	Exports to the United States.
1857	784,643	20,082
1858	830,965	23,668
1859	789,180	16,176
1860	984,104	141
1861	791,784	53,686
1862	612,598	135
1863	791,222	934
1864	949,616	3,673
1865	650,523	8,648
1866	947,546	2,253

D.—Value of principal articles imported—decennial return.

Description.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Apparel and slops	£669,021	£460,136	£588,654	£586,570	£420,466	£338,508	£344,400	£186,860	£433,756	£517,151
Beer and cider	895,396	607,563	666,470	614,258	502,125	398,570	474,073	335,019	341,731	300,878
Boots and shoes	209,133	652,325	607,703	706,903	617,362	765,683	618,776	572,410	632,448	358,063
Butter and cheese	531,469	398,861	595,879	531,116	301,215	154,176	243,236	116,742	111,511	166,358
Candles	259,498	320,332	215,796	292,945	364,319	273,934	239,411	183,360	101,733	190,335
Coals	198,224	170,611	191,576	181,804	187,014	210,674	172,256	174,579	145,881	146,734
Cottons	282,859	182,547	232,041	140,162	100,432	180,516	72,940	27,722	283,231	550,557
Flour	831,659	524,129	720,660	504,302	405,244	158,133	136,131	573,531	452,554	259,034
Furniture	164,619	102,605	95,490	105,093	67,147	73,188	93,068	73,701	37,989	66,390
Grain of all kinds, including rice	1,070,196	1,082,861	1,207,824	844,775	724,450	503,314	726,829	954,991	1,079,320	1,186,277
Haberdashery and drapery	1,336,433	1,073,246	1,301,920	1,397,301	1,761,040	2,174,716	2,744,800	2,418,453	1,136,086	674,324
Hardware and ironmongery	389,669	370,040	311,438	382,444	250,401	244,763	353,577	366,133	358,762	259,661
Iron and steel	357,769	241,027	281,795	443,883	172,763	209,345	329,510	390,869	336,861	453,654
Machinery	166,598	220,629	213,334	280,094	162,092	188,263	95,367	68,447	129,970	153,854
Oilmen's stores	204,372	226,564	265,605	275,543	227,869	215,164	229,870	180,246	63,912	129,673
Potatoes	131,988	107,540	34,136	59,135	26,740	40,404	44,567	29,748	44,276	20,177
Provisions	236,357	196,574	288,399	242,717	158,067	115,565	162,116	134,991	63,548	124,373
Railway materials	109,490	204,972	95,830	327,186	319,395	141,015	170,861	9,446	9,620	49,608
Silks	114,677	87,531	119,330	69,650	74,307	83,056	66,886	68,055	126,395	131,148
Specie	418,822	612,273	248,743	286,351	551,879	956,887	555,209	980,992	756,010	1,130,035
Stationery	158,380	169,751	174,796	213,218	158,603	164,022	231,696	214,916	203,300	1,187,228
Sugar and molasses	765,412	998,258	809,042	667,195	805,878	933,566	694,163	638,286	657,946	810,098
Spirits of all kinds	1,085,473	710,968	718,991	479,456	451,991	474,503	684,163	484,702	354,565	380,644
Tea	202,568	386,078	535,456	544,215	592,583	536,039	389,586	519,287	421,418	576,262
Timber	707,637	733,327	466,331	345,167	299,637	315,039	377,485	318,122	271,848	341,203
Tobacco, cigars, and snuff	142,158	192,905	284,979	312,246	293,240	269,672	385,734	728,477	297,854	247,663
Wine of all kinds	415,804	236,432	342,613	231,636	235,461	213,852	248,598	261,642	171,560	241,132
Woolleens	255,255	226,663	244,084	197,170	162,526	206,409	235,941	191,551	509,729	876,330
Miscellaneous	4,145,333	3,538,501	3,565,976	3,631,285	3,189,206	2,938,235	3,009,897	3,741,516	3,722,828	4,342,651
Total	17,256,309	15,108,249	15,692,891	15,093,730	13,532,452	13,487,787	14,118,727	14,974,815	13,257,537	14,871,711

F.—*Value of imports, 1866.*

Description.	From the United States	From other countries.	Total.
Agricultural implements	£1, 700	£27, 087	£28, 787
Apparel and slops.....	8	386, 051	386, 059
Arms and ammunition undefined.....	40	1, 786	1, 826
fire-arms	1, 900	13, 788	15, 688
fuze.....	40	6, 802	6, 842
gunpowder.....	424	43, 497	43, 921
Bags and sacks.....	146	170, 132	170, 278
Biscuit.....	6	45	51
Books	735	104, 394	105, 129
Boots and shoes.....	700	357, 383	358, 083
Bran.....	293	10, 202	10, 495
Brassware.....	611	11, 780	12, 391
Brushware	8, 630	12, 319	20, 949
Building materials	185	8, 606	8, 791
doors	5, 702	9	5, 711
sashes	475	-----	475
Carriages	13, 746	1, 949	15, 695
Carts	1, 242	1, 881	3, 123
Carriage and cart materials.....	8, 921	10, 318	19, 239
Casks, empty	126	650	776
Cement.....	625	21, 405	22, 030
Chinaware	257	3, 578	3, 835
Clocks	2, 538	5, 361	7, 899
Cocoa and chocolate.....	14	12, 763	12, 777
Coffee.....	448	80, 742	81, 190
Cotton wick	224	3, 389	3, 613
Cutlery	400	19, 972	20, 372
Druggists' ware	170	7, 168	7, 338
Drugs	2, 738	77, 395	80, 133
Dye.....	20	560	580
Felt	325	1, 775	2, 100
Fish, preserved	24, 262	58, 754	83, 016
Fish, salted	3, 863	40, 530	44, 393
Flour.....	29, 805	229, 229	259, 034
Fruit, dried.....	875	12, 755	13, 630
Furniture	12, 615	53, 775	66, 390
Glassware.....	3, 248	23, 862	27, 110
Grain and pulse, barley.....	65, 735	10, 113	75, 848
pearl barley	67	7, 553	7, 620
beans and peas	212	2, 012	2, 224
maize.....	482	165, 400	165, 882
malt.....	1, 380	161, 451	162, 861
oats.....	59, 372	86, 439	145, 811
rice.....	5	186, 598	186, 603
wheat.....	154, 981	278, 138	433, 119
Grease.....	3	7, 985	7, 988
Grindery	125	14, 190	14, 315
Haberdashery	120	198, 516	198, 636
Hardware and ironmongery.....	22, 520	237, 141	259, 661
Hollow ware.....	280	13, 324	13, 604
India-rubber goods.....	572	7, 086	7, 658
Instruments, musical	301	28, 926	29, 227
scientific.....	61	3, 732	3, 793
Iron castings	43	20, 894	20, 937
Leather	305	8, 070	8, 375
fancy.....	567	9, 835	10, 402
Leather ware.....	40	21, 027	21, 067
Live stock, sheep	4, 610	245, 390	250, 000
Machinery	19, 623	134, 231	153, 854
Maizena.....	2, 171	27	2, 198
Marble.....	125	7, 292	7, 417
Meal, oat.....	44	5, 510	4, 555

F.—*Value imports, 1866*—Continued.

Description.	From the United States	From other countries.	Total.
Miscellaneous	£1,591	£18,315	£19,906
Nails and screws	11,234	45,342	56,576
Nuts	3	3,112	3,115
Oars	242	-----	242
Oil, kerosene	130,267	10,116	140,383
unrefined	4,545	56,685	61,230
Oilman's stores	1,050	128,623	129,673
Paintings and engravings	214	5,060	5,274
Paints	50	30,581	30,631
Perfumery	55	2,797	2,852
Personal effects	41	15,647	15,688
Pitch and tar	75	2,630	2,705
Plants	8	3,165	3,173
Preserves	353	27,540	27,893
Printing materials	20	19,845	19,865
Provisions, preserved	464	9,748	10,212
salted, hams	1	53,876	53,877
salted, unrefined	916	2,079	2,995
Quicksilver	4,800	14,305	19,105
Resin	5,885	3,729	9,614
Saddlery	231	39,065	39,296
Seeds	317	18,305	18,622
Ship chandlery	170	7,757	7,927
Silks	10	131,133	131,143
Slates	400	18,522	18,922
Slate slabs	50	1,211	1,261
Specimens of natural history	20	1,438	1,458
Spirits, brandy	22	217,949	217,971
perfumed	89	7,230	7,319
whiskey	1	28,201	28,202
undefined	22,499	3,978	26,477
Starch	20	12,653	12,673
Stationery	25	187,203	187,228
Stones, grind	46	539	585
Telegraphic materials	40	483	523
Timber, deals	1,233	69,889	71,122
laths	2,593	1,562	4,155
palings	1,434	18,176	19,610
sawn	49,299	103,192	152,491
shingles	3	539	542
spars	750	310	1,060
miscellaneous	40,177	39,312	79,489
Tobacco, manufactured	127,900	57,440	185,340
unmanufactured	2,879	13,998	16,877
cigars	9,037	32,150	41,187
sheepwash	3,743	114	3,857
Tools and utensils	42,974	12,892	55,866
Toys	80	7,970	8,050
Turnery	132	1,012	1,144
Turpentine	827	1,455	2,282
Varnish	150	11,488	11,638
Wickerware	1,041	1,535	2,576
Wine	28	241,104	241,132
Woodenware	15,027	8,052	23,079
Other articles	684	8,390,506	8,391,190
Total	947,546	13,824,175	14,771,721

G.—*Value of exports, 1866.*

Description.	To the United States.	To other countries.	Total.
Beer, bottled.....	£11	£23, 141	£23, 252
Beer, draught.....	11	26, 599	26, 610
Butter.....	10	9, 457	9, 467
Coffee.....	63	29, 776	29, 839
Fruit, dried currants.....	8	5, 195	5, 203
raisins.....	4	3, 616	3, 620
Furniture.....	110	26, 912	27, 022
Grain, rice.....	5	37, 700	37, 705
Oil, kerosene.....	1, 300	58, 333	59, 633
Preserves.....	10	5, 491	5, 501
Provisions, pork.....	66	1, 154	1, 220
Spirits, brandy.....	25	63, 953	63, 978
gin.....	10	18, 679	18, 689
rum.....	2	6, 551	6, 553
whiskey.....	1	6, 150	6, 151
Stationery.....	70	38, 543	38, 613
Sugar, undescribed.....	59	62, 566	62, 625
Tea.....	28	125, 994	126, 022
Tobacco, manufactured.....	438	149, 739	150, 177
cigars.....	6	28, 730	28, 736
Wine.....	16	60, 854	60, 870
Sundries.....	.....	12, 098, 060	12, 098, 060
Total.....	2, 253	12, 887, 293	12, 889, 546

H.—*Imports and exports from and to different countries, 1866.*

Country, colony, or port.	Imports therefrom.	Exports thereto.
United Kingdom.....	£7, 846, 828	£6, 754, 536
British possessions in Australia:		
New South Wales.....	2, 524, 414	1, 379, 734
New Zealand.....	208, 732	1, 255, 039
Queensland.....	52, 321	21, 223
South Australia.....	473, 963	251, 851
Tasmania.....	323, 290	304, 132
Western Australia.....	1, 194	10, 980
British possessions in Africa:		
Cape Good Hope.....	3, 259	.....
Mauritius.....	643, 442	69, 606
British possessions in China:		
Hong Kong.....	96, 638	68, 554
British possessions in India:		
Bengal—Calcutta.....	209, 694	104, 004
Rangoon.....	.....	61
Bombay.....	.....	49, 091
Ceylon.....	272, 383	2, 575, 446
Madras.....	2	.....
Singapore.....	5, 078	15, 485
British possessions in North America:		
Canada Escomiaus.....	11, 650	.....
Labrador.....	5, 029	.....
British possessions in the Pacific:		
Malden island.....	3, 360	515
Foreign states—Dutch possessions in Asia:		
Java, Batavia.....	123, 531	3, 300
Billeton.....	635	.....
Sourabaya.....	5, 121	.....

H.—Imports and exports, &c.—Continued.

Country, colony, or port.	Imports therefrom.	Exports thereto.
Chili:	£10, 915	.....
Algarroba.....	9, 327	.....
Cantero.....	46	.....
Papudo.....	6, 610	.....
Quintero.....	16, 210	.....
San Antonio.....	11, 316	.....
Tomé.....	169, 566	.....
Valparaiso.....	37, 477	£317
China:		
Foo-Chow-Foo.....	393, 854	16
Shanghai.....	.....	161
Egypt, Suez.....	5, 762	739
France:		
Bordeaux.....	32, 604	.....
Charente.....	60, 323	.....
Marseilles.....	784	.....
French possessions—Bourbon.....	24, 497	.....
Hanseatic towns—Hamburg.....	22, 530	.....
Holland:		
Amsterdam.....	70	.....
Rotterdam.....	71, 832	.....
New Granada—Panama.....	100	.....
Norway—Frederickstadt.....	2, 592	.....
Peru—Callao.....	6, 813	2, 081
Portugal—Oporto.....	15, 277	.....
Spain—Cadiz.....	4	.....
Spanish possessions:		
Guano.....	.....	8, 728
Philippine islands.....	17, 000	.....
Manilla.....	31, 054	450
Zebu.....	10, 000	.....
South Sea islands.....	431	11, 046
Rototonga.....	.....	21
Tahiti.....	20	168
Sweden:		
Gefle.....	19, 478	.....
Gottenburg.....	10, 035	.....
Sandarre.....	13, 768	.....
Soderham.....	4, 090	.....
Swartwick.....	17, 216	.....
Umea.....	7, 000	.....
United States:		
Boston.....	188, 178	.....
California.....	.....	47
San Francisco.....	323, 028	2, 206
New York.....	409, 759	.....
Puget sound.....	26, 581	.....
Total.....	14, 771, 711	12, 889, 546

OCTOBER 22, 1867.

I have the honor to submit herewith table No. 1, showing the value of the commerce of Melbourne for nine months, ended September 30, of the years 1866 and 1867. This table, it will be seen, refers to the commerce of Melbourne only, while those forwarded by last mail refer to that of the entire colony. This table shows a decrease of £1,996,224 in the imports, but an increase of £174,626 in the exports in 1867 over 1866, for the nine months

reported. But while the imports into this port have fallen off in value of £1,996,224, the import duties received at the colonial treasury, Melbourne, for the nine months mentioned of 1867 exceed those received for the corresponding period of 1866 by £287,989 11s. 8d. This is to be attributed to the operation of the new tariff mentioned in my report of September 27, forwarded by last mail. But whether the result of table No. 2, herewith enclosed, is to be attributed to the same cause, is a question about which parties, here at least, are not so well agreed, the advocates of free trade claiming that it is—those of protection, that it is not. In this table, after giving the total internal revenue, and total decrease for the time mentioned, I have selected only a few leading items, and have chosen those only from which the yield of revenue has decreased. It must not be supposed, however, that there has been no increase in the yield from any of the sources of internal revenue; but it will be seen that those selected are such as indicate very nearly the comparative activity of business and commercial pursuits generally; and that in the aggregate there has been a large falling off.

Table No. 3 shows the comparative amount of American shipping arrived at this port for the periods before mentioned. The decrease for 1867 is to be attributed partly to the present tariff; but probably, in a greater degree, to the vast difference in the cost of British and American-built vessels, which enables foreign bottoms to charter at rates with which American vessels cannot compete, and which is inducing many American ship-owners to invest in foreign vessels, some of whom are, I am creditably informed, now building merchant vessels in Great Britain.

This difference in the cost of vessels is caused principally by the high excise tax in the United States on the materials which enter into their construction. For the protection of American shipping, is it not well worthy the consideration of Congress whether a drawback of the internal revenue or excise tax should not be allowed on the materials of which American vessels are composed, as upon goods of American production or manufacture when exported in them? If something of this sort is not done, it seems evident that the high price of materials for ship-building in the United States, one of the results of the war, will prove as destructive to American shipping as did Anglo-rebel cruisers during its continuance.

Statement showing the decrease of the internal revenue during the nine months ended September 30, 1867, for the entire colony, as compared with the corresponding period of 1866.

Subjects of revenue.	1866.	1867.	Decrease.
Total internal revenue from all sources.....	£1,342,754 12 2	£1,257,142 17 5	£85,611 14 9
Wharfage rates.....	71,257 4 8	60,646 9 10	10,611 1 10
Tonnage fees.....	14,250 11 0	12,429 8 0	1,821 3 0
Pilotage at outposts.....	237 15 5	76 2 9	161 12 8
Railway income.....	390,436 3 11	364,628 2 1	25,808 1 10
Electric telegraph income.....	25,260 4 1	20,553 11 9	4,706 12 4
Postage and receipt for money orders.....	99,340 7 5	83,284 17 11	16,055 9 6
Accrued from rents and selections.....	130,513 16 6	108,859 13 8	21,654 2 10
Pastoral occupation.....	92,965 5 3	89,185 3 4	3,780 1 11
Publicans' (hotel) licenses.....	4,612 10 0	3,106 5 0	1,506 5 0
Business licenses.....	3,482 5 0	2,898 17 6	583 7 6
Export duty on gold.....	61,938 7 10	28,750 7 11	33,187 19 11
Total.....	2,237,049 3 3	2,031,561 10 2	205,487 13 0

Statement showing the value of imports and exports during the nine months ended September 30, 1866 and 1867.

Months.	Imports.		Exports.	
	1866.	1867.	1866.	1867.
January	£946, 421	£1, 233, 839	£1, 063, 840	£1, 496, 391
February	1, 196, 983	970, 624	1, 101, 818	849, 048
March	1, 260, 945	1, 114, 213	985, 742	1, 092, 877
April	866, 848	888, 579	744, 672	726, 687
May	940, 471	721, 729	915, 234	589, 179
June	1, 512, 690	742, 504	971, 201	1, 034, 209
July	825, 215	909, 396	827, 307	657, 000
August	1, 585, 234	958, 822	931, 718	1, 085, 911
September	1, 099, 897	698, 764	758, 107	942, 963
Total	10, 234, 704	8, 238, 480	8, 299, 639	8, 474, 265
	8, 238, 480			8, 299, 639
Decrease in imports	1, 996, 224	Increase	in exports...	174, 626

Statement showing the number and tonnage of American vessels entered at this port during the nine months ended September 30, 1866 and 1867.

	1866.	1867.
Number of vessels	24	21
Tonnage	21, 014	15, 419

PORT STANLEY, (Falkland Islands)—W. H. SMYLEY, *Commercial Agent.*

DECEMBER, 31, 1867.

I have the honor to transmit my annual report of the imports and exports of these islands, viz :

Imports.—£20, 000, from England chiefly.

Exports.—Much less than last year, except in wool, which was about 550 bales. During this year, there have been 45 ships in port, principally English.

SYDNEY—H. H. HALL, *Commercial Agent.*

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from this port to the United States during the several quarters of the year ended September 30, 1867, compiled from invoice book.

Description and quantity.	Value.
3,517 tons coal.....	
Total for quarter ended March 31, 1867.....	\$8, 124 41
Total for quarter ended June 30, 1867	21, 281 33
Total for quarter ended September 30, 1867.....	6, 034 33
Grand total.....	35, 440 12

FRANCE.

HAVRE—DWIGHT MORRIS, *Consul*.

Comparative statement showing the nationality and number of vessels entered and cleared from the port of Havre during the years 1866 and 1867.

Countries whence arrived and whither sailed.	Vessels entered.		Vessels cleared.	
	1866.	1867.	1866.	1867.
Russia.....	82	32	29	33
Sweden.....	198	120	91	72
Norway.....	86	95	125	169
Denmark ..	6	2	44	9
Great Britain.....	1,284	1,186	1,524	1,288
German Confederation.....	48	18	7	10
Free cities and Mecklenburg.....	134	127	116	109
Netherlands.....	63	60	57	58
Belgium.....	56	62	54	57
Portugal.....	63	67	82	76
Spain.....	33	23	15	10
Italy.....	4	2	45	35
Austria.....	1	-----	3	-----
Turkey, &c.....	1	-----	1	-----
Egypt.....	-----	1	4	12
States of Barbary.....	-----	-----	-----	2
Western coast of Africa.....	10	6	12	5
British East Indies and Mauritius.....	32	31	-----	3
Dutch East Indies.....	-----	1	-----	-----
Philippine Islands.....	1	-----	-----	-----
China, Oceanica, &c.....	4	1	9	7
United States.....	174	222	112	107
Mexico and Guatemala.....	17	19	8	20
New Granada.....	6	6	5	4
Venezuela.....	16	9	9	7
Brazil.....	117	119	77	99
Uruguay.....	62	46	35	23
Argentine Republic.....	74	36	31	26
Ecuador and Patagonia.....	-----	-----	2	1
Peru and Bolivia.....	48	30	25	21
Chili.....	23	11	32	21
Hayti.....	105	91	27	27
Spanish West Indies.....	46	36	25	34
Dutch West Indies.....	2	2	8	11
British West Indies and Canada.....	14	16	15	7
Reunion.....	7	4	7	7
Martinique.....	33	49	40	55
Guadaloupe.....	30	53	32	35
French Guiana.....	9	12	7	1
French East Indies, &c.....	2	1	-----	-----
Senegal and Gaboon.....	13	11	16	15
Cod, seal, and whale fisheries.....	-----	-----	1	1
Algeria.....	1	3	-----	1
Coasting vessels.....	2,987	3,129	3,134	3,227
Total.....	5,892	5,739	5,866	5,705

DECEMBER 14, 1867.

I have the honor herewith to submit a comparative report on French shipping for the first nine months of the years 1865, 1866, and 1867.

Of French vessels entered with cargoes, the first nine months of the year 1867, the number was, 8,593, 1,715,455 tons; for 1866, the number was 8,008, 1,509,465 tons; for 1865, the number was 8 561, 1,475,484 tons.

From the above, it will be observed that the present year exhibits an increase over the two preceding years, both in shipping and in tonnage.

Of French vessels cleared with cargoes, the first nine months of the year 1867, the number was, 6,276, 1,389,190 tons; for 1866, the number was 6,704, 1,341,451 tons; for 1865, the number was 7,168, 1, 216,729 tons.

Although the year 1867 shows a decline in the number of vessels cleared, yet there is an increase in the average tonnage, thus proving that larger vessels than formerly are now employed.

Of foreign vessels entered with cargoes, the first nine months of the year 1867, the number was, 16,192, 3,105,522 tons; for 1866, the number was 13,777, 2,496,585 tons; for 1865, the number was 13,385, 2,262,032 tons.

Of foreign vessels cleared with cargoes, the first nine months of the year 1867, the number was, 9,885, 1,656,875 tons; for 1866, the number was 10,179, 1,643,103 tons; for 1865, the number was 9,356, 1,420,340 tons.

Of the 8,593 French vessels, of 1,715,455 tons, which entered France with cargoes during the first nine months of 1867, 1,134 vessels, of 381,674 tons, arrived from French colonies and possessions out of Europe; 301, of 28,024 tons, from deep-sea fisheries; 6,142, of 831,174 tons, from countries in Europe, and 1,016, of 474,013 tons, from countries out of Europe.

Of the French vessels (6,276, of 1,389,190 tons, which cleared from France) with cargoes during the first nine months of the year 1867, 1,289 vessels, of 369,785 tons, cleared for French colonies and possessions; 521, of 55,473 tons, for the deep-sea fisheries; 3,635 of 534,013 tons, for countries in Europe; and 831 of 429,919 tons, for countries out of Europe.

Of the foreign vessels (6,192, of 3,105,522 tons) which arrived in France during the first nine months of the year 1867 with cargoes, 17 vessels, of 2,892 tons, arrived from French colonies and possessions, 15 682, of 2,800,082 tons, from countries in Europe, and 510 vessels, of 305,444 tons, from countries out of Europe.

Of the foreign vessels (9,885, of 1,656,875 tons) which cleared from France with cargoes during the first nine months of the year 1867, 31 vessels, of 6,923 tons, cleared from French colonies and possessions; 9,450, of 142,380 tons, for countries in Europe; and 404, of 187,572 tons, for countries out of Europe.

The share of the foreign flag in the navigation of France, as will be seen from the above statistics, has considerably increased in the last three years.

On the 31st December, 1865, the French merchant navy possessed 385 steamers of 47,740 horse-power, 79 of them being of 200 horse-power and upwards, 83 of 100 to 200, 83 of 60 to 100, 75 of 30 to 60, and 65 of less than 30 horse-power. The port to which the largest number of steamers belonged was Marseilles; it had 147 of 25,704 horse-power. The port which had the next greatest number was Havre, 49 of 5 558 horse-power; then comes Rouen, with 45 of 1,957 horse-power; then Nantes, 16 of 777 horse power; and then St. Nazaire, with 26 steamers of 6,947 horse-power. The total number of steamers at the end of 1865 was 21 more than at the end of 1864, and the horse-power 4,953 more.

Comparative table of cottons imported and sold in France for consumption during the years 1866 and 1867.

Places.	1867.					1866.				
	United States.	Brazil.	Egypt.	Other countries.	Total.*	United States.	Brazil.	Egypt.	Other countries.	Total.*
Stocks on hand, Jan. 1, at—										
Havre bales.	46, 411	11, 330	.....	41, 444	99, 745	8, 250	4, 621	50	21, 359	34, 280
Marseilles do.	.....	330	2, 182	7, 568	10, 020	.....	.....	215	5, 683	5, 898
Bordeaux, Nantes, &c. . do.	990	1, 310	.....	7, 385	9, 685	.....	.....	.....	52	52
Total	47, 401	13, 530	2, 182	56, 337	119, 450	8, 250	4, 621	265	27, 094	40, 230
Imports at—										
Havre bales.	184, 215	47, 027	150	182, 093	413, 485	215, 902	56, 649	1, 320	261, 645	535, 516
Marseilles do.	474	1, 626	25, 150	85, 570	112, 820	80	4, 189	38, 171	92, 841	135, 281
Bordeaux, Nantes, &c. . do.	995	1, 193	.....	21, 047	23, 225	1, 557	2, 873	.....	14, 663	19, 093
Total	185, 684	49, 846	25, 300	288, 710	549, 540	217, 539	63, 711	39, 491	369, 149	689, 890
Sold for consumption at—										
Havre bales.	220, 646	49, 857	160	202, 062	472, 605	177, 741	49, 380	1, 370	241, 560	470, 051
Marseilles do.	474	1, 216	25, 236	85, 379	112, 305	80	3, 859	36, 204	91, 016	131, 159
Bordeaux, Nantes, &c. . do.	1, 775	1, 678	.....	17, 577	21, 030	507	1, 563	.....	7, 330	9, 460
Total	222, 895	52, 751	25, 336	304, 958	605, 940	178, 388	54, 802	37, 574	339, 906	610, 670
Stocks, Dec. 31, at—										
Havre bales.	9, 980	9, 060	50	21, 535	40, 625	46, 411	11, 890	.....	41, 444	99, 745
Marseilles do.	.....	740	2, 696	7, 699	10, 535	.....	330	2, 182	7, 508	10, 020
Bordeaux, Nantes, &c. . do.	210	825	.....	10, 855	11, 890	990	1, 310	.....	7, 385	9, 685
Total	10, 190	10, 625	2, 146	40, 089	63, 050	47, 401	13, 530	2, 182	56, 337	119, 450

* Total imports for 1867, with stocks on hand, 668,990 bales; for 1866, with stocks on hand, 730,420 bales.

Comparative table of cottons imported, consumed, and stocks on hand, in France, during the following years.

Years.	Imports.	Amount entered into consumption.	Stocks on hand Dec. 31.	Years.	Imports.	Amount entered into consumption.	Stocks on hand Dec. 31.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>		<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
1867	519, 540	605, 946	63, 050	1856	509, 164	516, 900	51, 840
1866	689, 690	610, 670	119, 450	1855	467, 470	492, 694	59, 526
1865	509, 805	531, 207	40, 210	1854	470, 960	416, 250	84, 250
1864	406, 880	432, 102	61, 630	1853	459, 406	459, 677	30, 630
1863	411, 539	437, 480	32, 852	1852	470, 860	476, 660	30, 870
1862	271, 570	350, 722	59, 192	1851	360, 147	382, 172	36, 670
1861	624, 600	596, 680	149, 345	1850	387, 475	375, 930	58, 695
1860	684, 594	618, 919	112, 425	1849	414, 478	389, 378	47, 150
1859	432, 490	527, 050	46, 750	1848	275, 715	309, 265	22, 150
1858	573, 170	524, 455	141, 510	1847	322, 850	299, 950	55, 600
1857	481, 116	440, 135	92, 795	1846	378, 035	412, 935	32, 700

Tabular statement showing the description and quantity of imports at Havre from the United States during the several quarters of the year ended September 30, 1867.

Description.	Quantity.	Description.	Quantity.
Cotton	183,552 bales.	Rosewood	315 logs.
Wax	48 casks and 55 cases.	Lard	3,446 casks, 2,895 tierces and 5,323 barrels.
Whalebone	4,718 packages.	Salt pork, beef, and provisions.	1,411 cases, 54 casks, and 25 barrels.
Staves	832,916 staves.	Turpentine	50 casks.
Black walnut	2,434 logs.	Vegetable ivory...	1,143 sacks.
Petroleum oil	101,914 barrels.	Wheat	9,362 sacks.
Tobacco	10,487 hogsheads, 47 cases and 10 bales.	Coffee	15 barrels and 2,929 sacks.
Quercitron bark	150 casks and 2,861 sacks.	Silk worms, cocoons	655 cases.
Potash	823 barrels and 830 casks.	Tapioca	250 casks.
Rice	45 tierces and 5 casks.	Hams	136 cases and 72 barrels.
Cigars	6 cases.	Almonds	5 sacks.
Tallow	489 hogsheads, 3,461 casks, 55,421 pounds, and 16 cases.	Copper	32 casks and 313 barrels.
Whiskey	26 casks and 6 barrels.	Bark	1,433 sacks.
Hides	433 dried and 1,024 salted.	Clover seed	210 sacks.
Pearl ash	67 barrels and 217 casks.	Iron	5 bars.
Essence of mint	18 cases.	Ostrich feathers ..	2 cases.
Cedar	890 logs.	Mahogany	280 logs.
Goldsmith's dust ...	508 casks, 10 sacks, and 422 pounds.	Maple	581 logs.
Laths	3,448 packages.	Guano	6½ barrels.
Staves for casks	129 packages.	Sewing machines..	297 cases.
Oars	7,309, (unwrought.)	Specie	241 cases and 93 casks; also a large quantity of goods for the exhibi- tion at Paris.
Ash wood	114 logs.	Whale oil	1,053 casks.
Wool	1,300 bales.	Sarsaparilla	161 bales.
Sponge	20 bales.	Sausage skins	12 kegs and 113 barrels.
Fire-arms	105 cases.	Hogs' bristles	125 casks.
Moss	105 bales.	Oak	123 logs.
Hemp	16 bales.	Champagne	500 cases.
Flour	21½ barrels.	Kerosene oil	30 cases.
Indian meal	3 barrels, 783 cases, and 320 sacks.	Horse hair	50 bales.
Gutta-percha	6 cases.	Bordeaux wines...	75 cases.
Sugar	532 cases.	Rum	2 cases.
Cocoa	1,464 sacks.	India-rubber	3 cases.
Fish roes	1,572 barrels.	Sheep skins	25 bales.
		Alcohol	17 casks.
		Quinquina	12 bales.

LYONS—P. J. OSTERHAUS, *Consul.*

Statement showing the description and value of exports from Lyons to the United States for the months of March, April, May, June, July, and August; also an aggregate from January 1 to August 31 of the years 1865-'66-'67.—(Compiled from consular returns.)

Description.	Value.	Aggregate from January 1 to August 31—		
		1865.	1866.	1867.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Raw silk.....	859,267.35	} 17,573,566.00	20,677,440.00	{ 1,267,050.10
Silk and velvet piece goods.....	11,985,007.75			
Taffeta ribbons.....	2,392,518.85	5,742,331.00	11,015,235.00	4,280,914.35
Velvet ribbons.....	1,963,814.95	2,455,678.00	3,013,083.00	2,753,296.05
Tulles, crapes, and gauze.....	267,193.20	1,117,162.00	1,176,732.00	585,249.55
Shawls.....	262,312.70	(*)	(*)	368,900.00
Silk trimmings.....	337,660.25	304,400.00	630,426.00	573,402.85
Metal trimmings and church ornaments..	76,569.30	53,770.00	125,952.00	85,222.70
Silk, cotton, &c., gloves.....	88,686.50	} 335,906.00	1,749,372.00	{ 176,674.30
Kid and cheveril gloves.....	1,117,237.20			
Cotton goods.....	384,811.05	167,233.00	456,822.00	438,484.25
Patent leather.....	137,635.90	(†)	(†)	264,925.70
Dye stuffs.....	10,945.65	33,683.00	7,370.00	10,945.65
Wines and liquors.....	123,332.50	38,596.00	145,877.00	154,611.30
Miscellaneous.....	139,067.10	412,668.00	1,092,872.00	390,683.35
Total.....	20,146,060.25	27,964,993.00	40,091,181.00	28,452,868.00

* Included with the silk goods.

† Included with the miscellaneous.

Tabular statement showing the description and value of the exports from this port, and their destination, for the three last quarters of the year ended September 30, 1867.

Destination.	Foulards.	Silk piece goods.				Silk gauze.	Crapes.	Tulles.	Silk blonds.	Hosiery.	Trimmings.	Ribbons.	Total.
		Plain.	Fancy.	Brocaded.	Mixed.								
United Statesfrancs	24,506,834	981,813	.....	.....	.....	38,400	215,875	.....	.....	1,354,144	1,978,560	15,480,548	44,556,174
Englanddo.	104,863,773	2,768,304	.....	5,430,432	3,780	155,040	2,377,857	57,709	57,709	1,582,768	10,983,485	25,943,896	154,167,162
Belgiumdo.	9,700,970	.....	.....	196,308	.....	.....	1,047,375	108,076	.....	.....	.....	812,804	11,463,533
Zoll-Vereindo.	8,096,015	335,446	.....	631,084	.....	.....	.....	.....	.....	.....	.....	1,805,291	11,029,634
Spaindo.	61,788	707,805	.....	.....	.....	.....	.....	.....	.....	.....	1,187,790	300,015	5,621,007
Italydo.	462,840	2,967,557	.....	1,988,108	.....	.....	.....	.....	.....	.....	1,527,255	1,304,003	18,757,610
Switzerlanddo.	1,280,372	33,723,098	.....	1,544,844	.....	.....	.....	.....	.....	70,400	1,323,530	1,494,199	37,553,571
Other countriesdo.	1,417,704	27,813,035	245,690	5,133,064	339,520	466,560	500,625	179,669	179,669	272,976	2,602,993	2,031,062	42,328,286
Totaldo.	3,222,704	222,754,602	245,690	14,963,840	363,300	660,000	5,151,375	345,454	345,454	3,280,288	18,803,613	49,231,818	325,913,897
Tissues of raw silk and offtail, bourre de soiefrancs.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	449,179
Grand totaldo.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	326,363,076

General tabular statement of the exports from this port during the first four months of the year 1867.

Destination.	Foulards.		Silk piece goods.				Silk gauze.	Crapes.	Tulles.	Silk blonds.	Hosiery.	Trimmings.	Ribbons.	Total.
	Plain.	Fancy.	Brocaded.	Mixed.										
United Statesfrancs.	8,060,304	307,544	}	{	3,780	31,500	161,250	---	---	---	1,164,390	837,000	8,776,649	19,338,637
Englanddo.	50,150,442	*1,017,500				114,900	1,339,750	24,260	1,298,515	5,797,982	15,460,890	78,278,335		
Belgiumdo.	5,215,710	329,132				---	343,625	48,527	---	---	---	6,111,664		
Zoll-Vereindo.	19,275	70,892				---	---	---	---	---	---	817,892		
Spaindo.	982,300	1,263,114				---	---	---	---	---	---	4,252,945		
Italydo.	720,450	6,773,316	---	---	---	---	---	---	2,569,617					
Switzerlanddo.	16,784,388	563,732	---	---	---	---	---	---	11,017,972					
Other countriesdo.	456,375	11,815,974	---	---	---	---	---	---	18,941,551					
Totaldo.	103,226,760	3,104,744	61,962	7,121,230	129,150	335,250	2,406,625	145,762	2,707,290	9,317,274	27,618,742	157,743,189		
Tissues of raw silkdo.	---	---	---	---	---	---	---	---	---	---	---	---	---	64,728
Tissues of offal of silk, bourre de soiefrancs.	---	---	---	---	---	---	---	---	---	---	---	---	---	171,900
Grand totaldo.	---	---	---	---	---	---	---	---	---	---	---	---	---	157,979,817

* Shipped to the English colonies.

† Including silk goods of Suisse manufacture sent to Lyons for being dyed or otherwise finished, and reshipped.

MAY 4, 1867.

* * * * *

Business suffers still from attention to matters political, although it cannot be denied that many people look more hopefully upon the development of things. Should the London conference, about to be convened, result in the preservation of peace—and any other result is hardly to be anticipated—it may cause the former buoyancy in commercial affairs, to some extent, to return.

Meanwhile the manufactories of my district work on a very limited scale, and it is safe to say that one-half the Lyons silk-looms are standing idle.

JULY 7, 1867.

* * * * *

I have the honor to report as follows on the commerce of the Lyons district during the quarter ended June 30th, the period which, being too late for the spring season and too early for the fall trade, is usually the dulllest of the whole year, and in which the shipments seldom comprise more than small and few invoices to replenish the exhausted stocks in the most needed articles. This year, however, the unsold goods at New York and other centres were piled up in large quantities and were offered more advantageously than fresh goods could be ordered, consequently the usually dull period was this year unusually dull and spiritless. Since the beginning of June, the shipments from Lyons to the United States show a light augmentation over the preceding months, and it is probable that this augmentation will continue during the month of July and perhaps August, as they are the usual months for the importations of supplies for the fall trade, but it cannot be expected that the shipments will assume the same proportions as in former seasons, even if the United States did offer better prospects to importers than she actually does, for there still prevails among the trade here a feeling of uneasiness and doubt in the preservation of peace in Europe which discourages enterprise and prevents speculation to go beyond very narrow bounds. Manufacturers are extremely cautious and produce but very few goods.

It is owing to these same reasons that the result of this year's silk crop in Europe failed to give another impulse than to still more reduce the spirit of enterprise. This result is the same, if not worse, as in the preceding years of failure, and demonstrated the unabated vigor of the prevailing epidemic disease of the silk-worms. The prices of the raw staple, *i. e.*, of the prime qualities which can only be produced in Europe, are enormously high, but nominal.

The enclosed list of exports gives the amount of goods of Lyons manufacture shipped to the United States in June last to be 2,874,404 francs, against 3,889,361 francs in June, 1866, and 4,890,740 francs in June, 1865, and 4,208,676 francs in June, 1864.

The aggregate of shipments in the second quarter account was 7,218,040 francs, against 9,208,090 francs in the same period 1866, 10,380,995 francs in the same period 1865, 10,544,711 francs in the same period 1864.

The shipments of the half year ended June last (1867) are compared with those of the preceding years in the enclosed list No. 1.

I further enclose lists of exports of home and foreign manufactured silk goods from Lyons to all parts of the world, for the four months ended April 30 last. They fall far below the exports of former years in the same period. A large quantity of Swiss and even German goods are shipped via Lyons or are reported at the seaports as coming from Lyons. This fact swells the amount of silk goods sent to the United States according to this list considerably beyond the figures reported by me, and embracing Lyons goods only.

The described distrust in the political situation of this continent causes capital to withdraw gradually from the markets. The Banque de France held

according to its last statement fully one-tenth of all the coin of the empire unemployed in its vaults. Deposits on call brought 12 months ago 3 per cent. interest; to day, $1\frac{1}{2}$ per cent. per annum is the outside allowance. The 3 per cent. rentes, the ordinary financial barometer of France, which after the London conferences were quoted above 70 francs, are sold to-day at 68.75 francs. Other securities and stocks meet with the same disfavor. American securities are not influenced to the same degree by European affairs, and find more and more favor as permanent investments at rates fully the same as those of New York; if the interest were payable on this side of the Atlantic, the result would be still more favorable to our bonds.

SEPTEMBER 5, 1867.

The enclosed list of exports show an aggregate of 4,896,403 $\frac{55}{100}$ francs in August, 1867, against but 820,648 francs in the same month 1864, and 7,559,825 francs in the same month 1865, 5,007,698 francs in the same month 1866.

NOVEMBER 10, 1867.

To complete my commercial report for the third quarter account, I have the honor to enclose a statement showing the amounts and destination of silk goods (French and foreign manufacture) exported during the nine months ended September 30, 1867.

With regard to the shipments to some countries, particularly to Switzerland, I have to repeat a remark formerly made. The figures of the enclosed statement include large amounts of goods entered in France, in an imperfect condition, to be dyed, or otherwise finished here, and then reshipped to the countries of their original production.

Since my report of October 10th breadstuffs continued to attract general attention, and are the cause of great anxiety in many quarters.

Last week reports were received from 143 French markets, of which 100 show higher prices than in the preceding week, while 36 were steady and but seven quiet.

The prices of flour range from 52 to 57 francs per 100 kilograms, an increase of five to seven francs in one month, although the imports of wheat are very large in Marseilles, the principal depot of Mediterranean and Black sea arrivals; they amounted to 294,700 hectolitres in the last seven days.

DECEMBER 31, 1867.

* * * * *

The statements of the foreign commerce of France in 1867 show an increase in importations of 450,000,000 francs over those of the year 1866, which augmentation is entirely owing to the importation of cereals.

The exportation of this year points on the contrary to a diminution of 250,000,000 francs, affecting principally the exports of silk-tissues, cereals, and wines.

FEBRUARY 29, 1868.

* * * * *

The decree of January, 1860, contemplating a partial decentralization of administration, the commercial treaty of 1861 with Great Britain, and all treaties entered into since for the regulation of international commerce and navigation, changing suddenly the French trading policy from a protective to a free trade system, are steps taken evidently for the purpose of arousing the indolent to greater activity, and particularly of awakening the sleeping energies of the manufacturing classes to more vigorous efforts.

But can it be wondered at when the results of these acts remain behind the expectation of the originator? The mistakes of half a century cannot be wiped

out in a few years, and a nation's habits will never be changed by a few gubernatorial decrees. Such changes may be expected after the long and steady application of reforming theories, and even then only when they affect alike the grown and the growing generations.

The fact is that in France to-day, after six years' experience with free trade, many and just those classes that come under the direct influence of foreign competition are getting more and more clamorous for a return to the old system of protection.

The actual state of internal improvements, the tendencies of the people, the laws of taxation, are the results of the old protective theories, and subserve but indifferently the intentions of the newly adopted doctrine of free intercourse with other nations.

Six great railroads, with many branches, connect Paris with all parts of the country; but as they all, except the least important one, have their termini in Paris, and as it was omitted or neglected to develop at the same time, when they were in the way of construction, the system of common roads over the whole empire, and to improve also the canals and navigable rivers, the railroads became great monopolies, doing, without any serious opposition, the whole carrying business, and created monopolies for those places that lay in their way to and through the metropolis, injuring more or less all other cities and ports not so favorably situated. While Havre and Marseilles derive the greatest benefits from the present system, all other ports on the Atlantic and Mediterranean are condemned to a stand-still—a state of vegetation.

Bordeaux, for instance, destined by nature and once the great Atlantic port of France, sees her influence as a shipping place constantly suffering because she has no direct road connecting her with the highly important agricultural and industrial districts of eastern France, Switzerland, and Italy. Her neglected condition has at last attracted the attention of English capitalists, who propose to build a road from Bordeaux to Lyons. Should the government grant the charter the road will immensely benefit not only Bordeaux but the whole southwest portion of France, and ultimately tend to redeem the now unproductive lands of "Les Landes," which were suffered to remain to this moment in their original state of sterility.

Fuel is not over abundant in France, but she possesses on her northern frontier and within this consular district (St. Etienne Chalon Saone) coal regions of importance, which, however, cannot be so profitably explored as they would be if cheaper transportation than by railroad (the French tariff is higher than those of the neighboring countries) was at hand. As it is, by far the greater amount of the coal consumed in France is imported from England, Belgium, and the Zollverein.

The absence of secure, cheap and sufficient transportation, of more capacity than railroads can afford, was never more strikingly demonstrated than during the present season. The crops had failed last summer, and extraordinary quantities of breadstuffs arrived in consequence thereof from the Black sea at Marseilles. Were the rivers Rhone and Saone (two of the largest French streams) in a proper and navigable state these breadstuffs could have been moved into the interior as readily as landed; but as this river navigation is in a very precarious condition, there was but one line of railroad for the forwarding, and the result was that the stores had to remain four, five, and six weeks in port, while the prices of bread were rapidly advancing everywhere.

The internal revenue system of France comprises among other taxes the so-called "octroi," a tax imposed in favor of and collected by every community. There are not many articles of daily necessity that pass free within the gates of a town. Of course all eatables for man and beast are taxed; but toll is levied also on such articles as building materials of every kind, wood, coal, coke, &c., &c.

The rates of "octroi" are necessarily high, because this tax represents the

most important financial resource of the corporations; but since it became a fashion for all French towns, after the example set in Paris, to improve, ameliorate, and to generally correct on their former conditions, the rates have become in many instances exorbitant, weighing heavily on every private resident, and being *particularly oppressive to all industrial establishments*. The "octroi" is the subject of universal complaint!

These are some of the principal difficulties impeding successful competition of France with her neighbors under the free-trade system. All these difficulties are of a nature as to admit of gradual reduction, and will certainly disappear after longer experience and under the pressure of necessity.

It remains, however, to mention *another difficulty* of a moral character, but also grown out in part of the old system of protected trade, and it is questionable whether it will yield as readily as the new era requires.

The French merchants and producers were, until a few years ago, accustomed to seek and find their main and principal market in France; true, the exports have always been important, but the exported articles were in their plurality the products of her superior soil and climate, or of her peculiar taste, (wines, brandies, champagne, kid gloves, silks, notions, &c.) Foreign competition is either impossible, or was, as yet, in its infancy.

Commercial competition was thus limited within the narrow frontiers of the country, so to say, a family contest; it resulted that the average French merchant never got the expansive, cosmopolitan business views (which know of no barrier to commerce that ought not to be removed) in the same degree that distinguishes her nearest neighbors and rivals.

To this deficiency it must be ascribed, that while the productive powers of French industry have been greatly increased, they did not succeed to open new markets for their goods in proportion, unless through the agency of their very rivals, and at their conditions.

The French in general are a stay-at-home people, decidedly disinclined to leave their beloved and beautiful country; so the French merchant, rather than to venture himself in distant countries, prefers the foreigner to come here and gather the fruits that ought to be the reward of his own energy and enterprise.

It is certainly this characteristic dislike that prevents also the French commercial fleet to rise from her inferiority. Although France has the longest coast, the best harbors of continental Europe, although a powerful navy is ready to protect her traders in all seas, on every coast, the tonnage of French sea-going ships is by no means the first, but falls far behind the second of the sea-faring nations, and she has to rely on other and rival nations to do the largest portion of her oceanic carrying business.

Thus far my report endeavors to describe the conditions in which French trade, in ordinary times, is as yet bound to move, and under which it labors in competing with foreign opposition. The description is not deemed superfluous, but even of some interest, as it appears, without knowing these material and moral difficulties, hard to understand, why French industry and commerce do not meet with greater success, having at their disposal far cheaper labor than for instance England (the wages for 12 to 14 hours' daily work are, for an ordinary workman, 2 francs, forty cents; for a woman 1 franc to 1 franc and 50 centimes, 20 to 30 cents,) has undeniable talent and taste, and capital sufficient for their fullest development.

Having stated in the beginning that the year 1867 was unusually unsatisfactory, I now beg leave to enumerate some of the corroborating influences conducive to the disastrous result.

Allusion was made already to the prevailing fear of war. The unexpected changes which, since 1866, took place beyond the German frontier, appeared to so sensitive a people as the French are a constant threat to their security, and almost an insult to their dignity. It was peculiarly aggravating that these

changes were the result of military achievements which might possibly impair their own prestige as the first military power in Europe. Nothing was more natural for them than to anticipate that the question of this European superiority must and would be resolved next and without delay, and, when the government itself—although recognizing all accomplished facts beyond the Rhine—represented the immediate reorganization and increase of the army, the perfection of its arms, and the strengthening of its fortifications, as being of first and urgent necessity, there remained but few people in France that considered the maintenance of peace possible.

The debates on the demands of the government, which assumed all the vehemence and bitterness of anti-imperial France, led necessarily to a minute investigation of her financial situation, and it was found that it was not altogether satisfactory.

Notwithstanding the heavy and constantly increasing ordinary taxation, and the extraordinary receipts from four (4) loans, viz:

In 1854.....	\$250, 000, 000
In 1855.....	1, 200, 000, 000
In 1859... ..	500, 000, 000
In 1864.....	300, 000, 000

Amounting to..... 2, 250, 000, 000

The imperial government now proposes to augment again the public debt by a *fifth loan* of 440 millions, for the purpose of partly funding the rather unwieldy floating debt of 937 millions, and of covering some of the expenses incident to the improvement of the country's defences; and, when the officer of the imperial treasury made this proposal to the "corps legislatif" he at the same time gave warning that the above 440 millions would by no means suffice for these purposes, and that therefore it would be an illusion not to expect further demands for extraordinary credits hereafter.

The time to make these revelations was all but opportune, it being immediately after the nation's pride had been so severely shocked by the involuntary return of her armies from the Mexican expedition, and after the fruitless sacrifice of not less than a thousand millions of her treasure, to carry on an adventure the final success of which was firmly believed in by all, except a few so-called political heretics!

In the beginning of the year (1867) already the money men of the country showed symptoms of uneasiness; the developments of the year were not apt to set their apprehensions at rest; on the contrary, the alarm became general, and led them to withdraw largely of their wealth from the markets, and to such a degree that the accumulation of metallic treasure in the vaults of the great money institution, "Banque de France," exceeds at this moment, and for six months already, the unprecedented amount of *one thousand millions*.

The blow inflicted thereby to the already suffering interests of industry and commerce is fatally severe. A crisis was unavoidable, and weighs now heavily on almost all branches, causing disaster and misery all over the land.

Manifold were the inducements to coax the idle gold from its hiding places; the Emperor himself and his cabinet officers declared and affirmed on every suitable occasion that peace would be maintained, and lastingly maintained; but all to no avail. The bank statements show weekly an increase of coin in bank, and in an inverse proportion, a decrease of paper issues, &c.; an unpleasant criterion of the confidence placed by the conservative people, *par excellence*, in the stability of things as they are.

This concentrating movement of capital had one salutary effect in its probable consequences, although it was also immediately wrought with dire experiences. It caused a close investigation into the *condition of the great financial*

institutions of the country, and particularly also of those created by and enjoying the protection of the government.

Many were found wanting!

The Credit Mobilier, this representative institution of the financial tendencies in the last decades of years, and the mother of a large progeniture in all Europe, was the first to go down under the scrutiny of an argus-eyed and reckless investigation.

Since the Credit Mobilier fell, the list of discredited stocks has become large, embracing some 90 names, of which I will mention only a few that may be of interest in America, viz: Six per cent. Mexican; Mexican obligations; credit in Spain; Netherlandish credit; Mercantile Society, (Madrid;) Caisse Mirès; Mediterranean Telegraph; Mobilier Français; Mobilier Spanish; Immobilière; Tunisian loan of 1863 and 1865; loan of Hayti.

To the reasons mentioned above as having resulted in the calamities of 1867, namely: fear of war, unsatisfactory state of public finances, absence of confidence, and withdrawal of capital, there is to be added another and not less serious one, to wit, the failure of last year's crops.

After the short crop of 1866, which was at least 25 per cent. below an ordinary average, and whose insufficiency had to be made up by considerable importations from abroad, the new deficiency in 1867 was felt by all classes, and with alarming intensity by those wretched people that in their brightest days can but live from one day to the next, but who now, in consequence of the stand still of so many industrial establishments and trade of all kinds, are thrown out of work.

No reports on the extent of the failure of 1867, based on official data, were published, but it may be fairly estimated by comparing the importations of breadstuffs in 1867 with those of former years. At Marseilles, the most important port of France as far as arrivals of foreign grain are concerned, the receipts in the course of 1867 amounted to 7,520,000 hectolitres (20,000,000 bushels.) against 3,056,160 in 1866; 2,398,560 in 1865; 2,825,600 in 1864; 3,272,640 in 1863; 3,822,080 in 1862; 5,991,520 in 1861; 1,381,440 in 1860; 2,024,480 in 1859; 3,117,600 in 1858; 4,303,200 in 1857; 5,420,640 in 1856.

Thus it appears that during 12 years, with the exception of 1856 and 1861, the aggregate of the yearly importations of breadstuffs at Marseilles were only about one-half of last year; and even the exceptional years of 1856 and 1861, the crops of which had also failed, required a less amount of foreign grain than the year 1867 did; and the difference would appear far greater yet if I could lay before you the grand total of importations in France. The arrivals at Marseilles comprise, almost exclusively, grain imported from the fertile regions of the Danube for the transportation of which in former years the sea route from Galatia to Marseilles was the only practicable one, while in last years all rail transportation from the heart of Hungary to the interior of France became feasible. In fact this mode of transportation assumed for some time such dimensions that the rolling stock of almost all railroads of central Europe was put in requisition to answer the demand.

Considering these facts, it will be a logical and fair conclusion to estimate the crops in France in 1867 to have been but 50 per cent. of an ordinary average. To conclude these remarks on French commerce generally in the year 1867, I quote from official reports the following balance of exports and imports:

France exported in 1866, 3,180,000,000; in 1867, 2,972,000,000—a decrease of 208,000,000.

France imported in 1867, 3,155,000,000; in 1866, 2,793,000,000—an increase of 362,000,000; or, together, a difference of 570,000,000 against France in 1867, if compared with the immediately preceding year.

Proceeding to report on the commercial relations of my consular district with the United States and otherwise, I have the honor to submit the following tables,

exhibiting the results of that commerce during the year 1867 to your kind attention:

A.—Statement of exports in each month and quarter of 1867, classified according to the character of goods, giving the aggregate of shipments from the whole district, and those from the St. Etienne agency in extract.

B.—Table showing the destination (port of entry) of the above goods in the United States.

C.—Exports of 1867 compared to those of the years 1863-'66.

D.—Exports of 1867 from the three consular districts—Lyons, Basle, and Zurich—compared with each other.

E.—Statement of exports from the different ports of France of silk tissues of French and other origin, and the destination of same.

Notwithstanding the above tables, and particularly the comparative statement, (Enclosure No. 3,) show for the year 1867 a considerable falling off in the exports to the United States as well as to other ports, (Enclosure No. 5,) against the preceding year, the principal branches of the manufacturing business of this district suffered less from the generally prevailing commercial apathy than most other branches, and especially the cotton manufactures did.

The fact that the leading articles of production and export from this consular district (silk goods of every variety, shawls, kid gloves,) enjoy the uncontested prestige of superiority over the competition of other countries, which, of course, subjects them in a less degree to a crisis that may prostrate other trades, accounts in part for the comparatively better condition of the Lyonesse manufacturing interest; but the principal causes for it are undoubtedly, first, the unpleasant experiences made in the past by many manufacturers; and particularly, second, to the high and constantly increasing value of raw silk. The losses sustained by a large number of French merchants, who, immediately after the close of the rebellion, impelled by imaginary calculations and false expectations sent unjustifiably large quantities of goods to our country, which, of course, in the absence of legitimate demand had to be sold at any price, left very disagreeable recollections, and the old adage, "*experientia mater prudentie*," so vividly brought home to them, made the adventurers of 1865 and 1866 unusually prudent in 1867. The shipments were, generally speaking, limited to answer the true demands of the foreign market only, and gave comparatively, and under the general circumstances of the commercial state, not unsatisfactory results.

A full development of the productive powers of the Lyonesse silk industry, however, will remain greatly impeded by the very high price and the steady advance of the raw material, and particularly of the finer grades, the consequence of the chronic disease of the silk-worms prevailing in France, Italy, &c., which, with fatal certainty, and every year, destroy the hopes of the silk growers. The solicitous endeavors of all parties interested in this most important branch of French industry are ever busy to supply the deficiencies of the home crops by importations from abroad, and contributions of silk and graine (eggs) arrive from all parts of the globe; but thus far, all this assistance from abroad has utterly failed to realize the two ends so earnestly desired by and necessary to the manufacturers, namely, to furnish quantities of silk approximately similar to the prime silks formerly produced in France, and to reduce the price of the staple.

As long as these difficulties exist the competition against tissues other than of pure silk will not be easy, particularly not in times of but indifferent buoyancy in commercial affairs. The Lyonesse manufacturers, forced by the pressure of these difficulties, have therefore to abandon their old proud rule to seek their superiority over other countries only in producing the best classes of goods, and they commence already to manufacture cheaper, and, of course, inferior articles. This policy cannot be blamed, but seems in harmony with the times and fashions generally when the changes of "taste" are so often and so radical that cheap

and showy goods will do just as well as the richest but dearest silks formerly did.

In former despatches I had the honor to report on the disease of the silk-worms in Europe. The conclusions communicated then (No. 19) was, that the disease was caused by and coextensive with a degeneration of the mulberry tree. This conclusion appears now to be the general conviction, as it is also the only reasonable solution of the long puzzle. It seems to be a generally accepted truth, wherever the mulberry tree is grown successfully and in natural and healthy conditions the life of the silk-worm is secured and the raising of silk practicable, unless the climate of a country just during the critical stages in the life of the insect in spring is so unpropitious in consequence of extreme changes in the atmosphere and stormy weather that the metamorphoses would be endangered. Supposing this opinion to prove correct, I am convinced, that not only in California, where silk-growing is already successfully introduced, but in the greater portion of the territory east of the Rocky mountains the natural conditions of this interesting and lucrative branch of agriculture exist.

The mulberry tree, and even the particularly desirable species, white mulberry, is a forest tree, which I found during my military marches in almost all the southern States, and in great abundance; also the atmospheric conditions appear to be favorable south of the Ohio river, and a line drawn west of its mouth, where the bleak north and northwest winds do not prevail with the same intensity as in the country further north, and excepting the alluvial bottom lands along the rivers, as well as the regions under the climatic influence of the Atlantic and Gulf. Should silk-growing be feasible in these States they would certainly become soon the principal supplies of the European demands, for the unreliable and irregular sources afforded actually by China and Japan could not possibly withstand the scientific and energetic competition of our great agricultural States.

* * * * *

Comparative statement showing the value of the exports from the Lyons consular district to the United States during the years 1863, 1864, 1865, 1866, and 1867.

Description.	1863.	1864.	1865.	1866.	1867.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Raw silk.....	19, 750, 134	18, 431, 980	33, 156, 519	27, 899, 647. 65	2, 347, 925. 60
Silk piece goods.....					22, 023, 071. 45
Taffeta ribbons.....	8, 607, 285	5, 337, 074	9, 774, 334	14, 812, 642. 70	5, 874, 802. 55
Velvet ribbons.....		2, 178, 091	3, 965, 739	4, 692, 120. 65	4, 846, 447. 05
Tulles, crapes, &c.....		798, 184	1, 794, 801	1, 499, 139. 85	705, 485. 00
* Shawls.....					450, 367. 10
Silk trimmings.....		247, 618	615, 239	870, 036. 30	883, 261. 75
Metal trimmings, church and military ornaments.....	1, 497, 464	202, 409	138, 389	168, 618. 25	151, 934. 85
Silk, cotton, &c., gloves.....		1, 030, 796	862, 155	2, 395, 703. 55	178, 419. 90
Kid and cheveril gloves.....		120, 542	372, 690	466, 336. 30	2, 146, 955. 60
Cotton goods.....	105, 188				484, 891. 55
† Calfskin and patent leather.....					471, 023. 70
Dyestuffs.....	193, 399	168, 319	39, 983	29, 852. 55	20, 353. 50
Wines and liquors.....	80, 982	105, 281	74, 723	193, 732. 25	260, 950. 00
Sundries.....	295, 009	244, 417	1, 046, 574	1, 974, 773. 10	482, 044. 80
Total.....	30, 529, 461	28, 834, 711	51, 841, 156	54, 912, 564. 15	41, 327, 934. 40

* Included with the silk goods.

† Included with the sundries.

Statement showing the value of exports from Lyons to the different ports of entry of the United States during the year 1867.

Destination.	January.	February.	March.	April.	May.	June.	July.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
New York	4,460,244.25	3,094,985.35	1,984,532.55	1,966,467.00	1,997,616.05	2,682,749.70	5,485,511.75
Boston	277,352.80	243,575.10	105,677.70	152,094.35	74,796.30	64,016.85	2,943,377.40
Philadelphia	105,884.15	8,396.35	39,478.85	40,443.25	29,251.10	27,642.65	100,510.25
San Francisco	3,616.80	70,192.70	25,920.05	.....	16,065.10	73,942.30	17,629.20
New Orleans	10,332.40	15,912.60	2,876.80	2,114.50	61,598.50	4,378.50	12,454.00
Baltimore	7,491.95	8,823.25	6,826.80	3,190.00	.....	21,674.00	27,920.30
Mobile .....	.....	.....	.....	.....	.....	.....	12,840.95
Total	4,864,922.35	3,441,885.35	2,165,312.75	2,164,309.10	2,179,327.05	2,874,401.00	5,866,303.85

Destination.	August.	September.	October.	November.	December.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
New York	4,482,070.20	3,769,312.20	3,046,920.50	1,971,967.55	2,955,249.50	37,897,626.60
Boston	224,984.40	210,359.45	79,589.80	100,790.50	183,857.15	1,926,531.80
Philadelphia	52,948.25	40,281.90	26,265.50	24,783.60	45,905.25	511,791.10
San Francisco	35,188.09	1,513.75	45,794.80	43,128.40	188,018.60	521,009.70
New Orleans	5,714.30	120,085.75	7,034.60	10,173.85	2,971.45	255,677.25
Baltimore	95,468.40	.....	.....	1,062.30	.....	172,457.00
Mobile .....	.....	.....	.....	.....	.....	12,840.95
Total	4,896,403.55	4,141,553.05	3,205,605.20	2,151,906.20	3,376,001.95	41,327,934.40

Statement showing the exports from Lyons of silk textures of French and foreign manufactures during the year 1867.

Destination.	Foulard.	Silk piece goods.				Silk gauze.	Crepes.
		Plain.	Fancy.	Brocaded.	Mixed.		
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
United States .....	.....	29,980,258	1,167,033	.....	.....	.....	38,400
England .....	.....	129,541,857	3,599,148	.....	6,911,436	3,780	155,840
Belgium .....	.....	13,023,494	.....	.....	206,220	.....	.....
Zollverein	104,196	12,038,190	673,554	.....	880,068	.....	.....
Spain and Portugal	552,064	10,284,864	914,928	.....	.....	.....	.....
Italy	1,456,084	13,104,324	897,435	.....	2,333,436	.....	.....
Switzerland .....	.....	45,363,303	.....	.....	1,763,412	.....	.....
Other countries	1,954,524	34,136,567	1,660,512	482,924	6,552,336	466,830	610,240
Total	4,657,868	287,472,857	8,912,610	482,924	18,646,908	470,610	804,480

Destination.	Tulles.	Silk blondes.	Hosiery.	Trimmings.	Ribbons.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
United States	225,375	.....	1,359,424	3,019,005	19,319,440	45,098,935
England	2,929,875	92,309	1,808,048	13,611,545	33,031,143	191,684,981
Belgium	1,361,875	165,676	.....	.....	951,234	15,708,499
Zollverein .....	.....	.....	.....	.....	2,279,888	15,975,896
Spain and Portugal .....	.....	.....	.....	2,357,565	488,160	14,597,581
Italy	955,000	.....	.....	1,806,465	1,691,723	32,244,467
Switzerland	265,750	.....	68,816	625,240	1,854,443	49,880,964
Other countries	643,250	224,009	440,704	4,038,344	9,690,643	53,891,833
Total	6,321,125	481,994	3,676,992	25,458,164	62,296,674	419,083,206
Tissue of raw silk and offal of silk, (Borre de Soies)						649,226
Grand total						419,732,432

Comparative statement showing the description and value of the exports from the consular districts of Lyons, Zurich, and Basle to the United States during the year 1867.

1867.	LYONS.			ZURICH.			BASEL.		
	Silk goods, including tulle and trimmings.	Ribbons.	Total exports.	Silk goods, including bolting cloth.	Ribbons.	Total exports.	Silk goods.	Ribbons.	Total exports.
January.....	<i>Francs.</i> 2,882,706.55	<i>Francs.</i> 375,229.25	<i>Francs.</i> 4,864,922.35	<i>Francs.</i> 1,628,858.70	<i>Francs.</i> 26,633.60	<i>Francs.</i> 2,511,904.30	<i>Francs.</i> 43,784.35	<i>Francs.</i> 1,144,121.70	<i>Francs.</i> 1,988,202.80
February.....	1,731,308.10	1,136,068.20	3,441,885.35	1,046,029.45	26,633.60	1,792,374.40	62,266.80	987,482.50	1,9,3,995.85
March.....	1,901,291.85	646,899.55	2,165,312.75	1,074,550.50	8,182.95	1,751,972.30	32,452.30	699,155.95	1,962,239.80
April.....	1,341,549.80	707,174.65	2,164,319.10	683,708.55	.....	1,134,940.20	51,634.90	321,578.45	1,442,317.70
May.....	1,282,921.70	451,288.10	2,173,327.05	663,982.40	.....	971,774.55	9,531.30	259,178.90	1,637,962.40
June.....	1,896,407.55	923,123.65	2,874,401.00	570,891.35	.....	811,235.60	59,194.40	291,044.65	1,057,856.55
July.....	4,465,303.70	953,133.65	5,666,303.85	1,180,688.65	.....	1,597,338.10	67,934.85	1,569,191.30	2,262,734.15
August.....	3,423,366.70	960,193.30	4,596,460.35	1,654,161.90	.....	2,235,170.20	153,828.95	699,319.90	1,739,531.60
September.....	2,745,096.15	910,740.25	4,141,553.05	1,176,954.90	.....	1,481,062.50	50,857.60	569,153.05	1,804,273.65
October.....	1,638,826.80	1,314,722.70	3,215,605.20	683,755.10	.....	1,076,541.35	59,139.25	522,161.95	1,508,183.15
November.....	1,259,154.30	740,215.15	2,151,906.20	292,388.65	.....	678,067.85	34,097.70	313,218.20	1,367,152.90
December.....	2,47,317.50	731,361.10	3,376,001.95	723,643.25	.....	1,201,529.40	79,941.85	326,284.35	1,255,257.30
Total.....	26,375,550.10	9,604,730.45	41,327,934.40	11,347,610.60	34,816.55	17,444,561.65	706,634.30	6,818,228.65	18,735,866.90
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30	2	2	6,818,228.65	41	41	11,201,003.95	49	49
Total.....	38,429,795.00	100	100	16,457,345.65	100	100	22,571,232.30	100	100
Proportion for each consulate.									
Lyons.....	<i>Francs.</i> 26,375,550.10	69	69	<i>Francs.</i> 9,604,700.45	58	58	<i>Francs.</i> 5,317,683.85	24	24
Zurich.....	11,347,610.60	29	29	34,416.55	1	1	6,032,534.50	27	27
Basle.....	706,634.30								

Tabular statement showing the description and value of the exports from the consular district of Lyons to the United States during the year 1867.

Months.	Raw silk.	Silk and velvet piece goods.	Taffeta ribbons.	Velvet ribbons.	Tulles, crepes, gauze, &c.	Shawls.	Silk trimmings.	Metal trimmings, church ornaments, &c.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
January.....	143,594.00	2,363,883.30	1,080,599.70	411,178.70	232,753.05	34,560.80	142,476.20	7,056.00
February.....	264,188.75	1,216,523.30	807,795.80	378,302.40	85,303.25	72,026.50	93,266.40	1,597.40
March.....	195,210.30	844,177.95	393,413.00	302,240.15	79,966.50	50,938.25	30,978.85	7,533.50
First quarter	602,993.05	4,424,584.45	2,281,808.50	1,091,721.25	398,022.80	157,545.55	266,721.45	16,186.90
April	243,564.60	965,276.35	375,040.70	271,858.85	76,797.75	38,530.70	17,380.40	14,116.30
May	23,868.80	1,193,337.30	360,769.70	346,404.35	13,670.35	8,644.00	43,401.35	11,063.35
June	62,217.30	1,860,182.30	137,747.15	283,540.95	19,448.20	26,238.40	28,321.35	11,935.10
Second quarter	329,650.70	4,018,795.95	873,557.55	901,804.15	109,916.20	73,413.10	89,103.10	37,114.75
July	181,401.95	4,021,933.15	563,372.20	362,753.45	42,436.85	77,110.85	143,020.90	21,545.50
August	153,004.40	3,100,100.70	563,176.10	397,017.20	34,873.70	60,830.50	74,557.40	10,375.55
September	176,801.30	2,428,617.50	499,388.15	411,352.10	23,707.25	27,262.60	88,707.50	12,443.00
Third quarter	511,207.65	9,550,651.35	1,624,936.45	1,171,122.75	101,017.80	165,203.95	306,285.80	44,364.05
October	365,065.85	1,149,098.10	689,157.70	625,565.00	.....	43,795.40	80,656.95	11,325.45
November	345,450.80	792,260.55	228,361.70	511,853.45	48,973.40	10,409.10	62,000.95	12,463.10
December	193,558.15	2,087,771.05	176,980.65	344,380.45	47,554.80	.....	78,433.50	30,470.60
Fourth quarter	904,074.20	4,029,039.70	1,094,500.05	1,681,798.30	96,538.20	54,204.50	221,151.40	54,269.15
Total	2,347,925.60	22,023,071.45	5,874,802.55	4,846,447.05	705,485.00	450,367.10	883,961.75	151,934.85

Tabular statement showing the description and value of the exports from the consular district of Lyons, &c.—Continued.

Months.	Silk cotton, &c., gloves.	Kid and chevreil gloves.	Cotton goods.	Calskins and patent leather.	Dyestuffs.	Wines and brandies.	Sundries.	Total.
	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>	<i>Franks.</i>
January.....	35,823.60	162,733.80	46,626.65	73,220.70	.....	18,350.80	112,046.05	4,964,922.35
February.....	52,164.20	257,103.60	7,046.55	54,069.10	.....	12,928.00	139,570.20	3,441,885.35
March.....	18,271.10	194,043.50	7,342.55	22,978.35	2,749.70	3,510.00	11,339.05	2,165,312.75
First quarter.....	106,258.90	614,499.90	61,015.75	150,268.15	2,749.70	34,788.80	262,955.30	10,472,120.45
April.....	.....	107,279.30	4,680.45	13,955.30	.....	2,655.50	33,172.90	2,164,309.10
May.....	.....	91,656.55	421.20	15,695.85	480.50	43,957.15	25,956.70	2,179,327.05
June.....	.....	185,309.20	196,245.05	20,162.75	423.05	15,112.75	27,520.45	2,874,404.00
Second quarter.....	.....	384,245.05	201,346.70	49,813.90	903.55	61,725.40	86,650.05	7,218,040.15
July.....	19,289.00	249,186.90	117,015.70	35,502.35	3,498.00	9,095.65	20,141.40	5,866,303.85
August.....	51,126.40	239,161.75	59,106.10	29,341.30	3,794.40	49,001.43	20,936.60	4,896,403.55
September.....	399.60	273,996.55	22,324.45	80,807.20	2,511.15	77,641.00	15,593.70	4,141,553.05
Third quarter.....	70,815.00	812,345.20	198,446.25	145,650.85	9,803.55	135,733.10	56,671.70	14,904,260.45
October.....	.....	136,944.35	15,515.00	55,693.25	.....	9,700.70	16,270.75	3,205,005.20
November.....	.....	78,008.20	.....	12,386.30	6,896.70	15,930.00	33,689.25	2,151,906.20
December.....	1,346.00	120,852.90	8,567.85	57,211.25	.....	3,067.00	25,807.75	3,376,001.95
Fourth quarter.....	1,346.00	335,865.45	24,082.85	125,290.80	6,896.70	28,697.70	75,767.75	8,733,513.35
Total.....	178,419.90	2,146,955.60	484,891.55	471,023.70	20,353.50	260,950.00	482,044.80	41,327,934.40

Exports from the consular agency of St. Etienne, included in the above statement.

Months.	Taffeta ribbons.	Velvet ribbons.	Silk trimmings.	Sundries.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
January.....	1,005,619.25	360,117.05	122,533.40	564.60	1,488,834.30
February.....	705,160.60	378,158.40	91,351.65	6,247.10	1,180,917.75
March.....	387,218.00	301,389.25	30,849.45	2,776.75	722,233.45
First quarter.....	2,097,997.85	1,039,664.70	244,734.50	9,588.45	3,391,985.50
April.....	375,040.70	264,559.75	4,323.15	7,515.20	651,440.80
May.....	356,182.50	346,404.35	28,758.55	5,602.60	736,948.00
June.....	137,747.15	283,540.95	28,324.35	8,524.70	458,134.15
Second quarter.....	868,970.35	894,505.05	61,405.05	21,642.50	1,846,522.95
July.....	544,661.65	374,569.45	97,233.75	8,960.00	1,025,424.85
August.....	560,083.10	397,017.20	74,557.40	9,269.10	1,040,926.80
September.....	489,823.35	411,352.10	58,114.90	1,820.10	961,110.45
Third quarter.....	1,594,568.10	1,182,938.75	229,906.05	20,049.20	3,027,462.10
October.....	689,157.70	625,565.00	58,194.55	3,015.95	1,375,933.20
November.....	202,299.15	502,821.80	62,060.95	31,498.20	798,680.10
December.....	170,029.70	530,181.45	69,604.05	10,074.25	779,889.45
Fourth quarter.....	1,061,486.55	1,658,568.25	189,859.55	44,588.40	2,954,502.75
Total.....	5,655,795.20	4,771,704.75	728,499.60	72,070.95	11,228,070.50

APRIL 3, 1868.

I beg to transmit the following statistical details:

France has 37,386,813 inhabitants; 960,601 of these are magistrates, lawyers, and physicians; the industrial professions absorb 23,234,622 individuals of both sexes; 2,379,030 persons busy themselves with works affording nutriment to the country.

There are in France 9,981,935 proprietors, 7,507,047 houses, 141,766 manufactories, 418,055 castles, and about 51,081 houses in the course of building.

France has 476,678 soldiers, and 15,594 seamen. The number of persons without professions amount to 2,898,914. There are 246,900 men and 402,105 women "rentiers;" 47,080 children are sent to nursing, and 155,865 to the schools; 50,908 persons are in prisons; 29,090 in lunatic asylums; 12,894 women live in houses of ill fame.

There are in France 3,649,115 masters, employing 766,282 servants of both sexes; 4,566,183 workmen, and 283,821 employers.

The French are tried by 18,782 magistrates, and are defended by 11,179 lawyers; they are attended to by 32,230 physicians, 1,680 dentists, 18,184 midwives, and buried by 2,070 undertakers.

There are 18,614 hatmakers, 71,194 persons sell tobacco, and the grocery business is carried on by 172,992 women and 151,273 men. France is exploited by 6,888 business agents.

The population comprises 9,094 households; they are composed of 18,741,037 women and of 18,645,276 men, which are now bringing up 6,106,231 little girls and 5,009,120 boys.

There are 30,780 blind, 21,956 deaf and dumb, and 41,525 idiots.

Lastly, there are in France 3,000,000 horses, 400,000 asses, 330,000 mules, 330,000 bullocks, 2,000,000 oxen, 5,000,000 cows, 4,000,000 calves, 1,400,000 goats, and 4,000,000 hogs.

NANTES—G. M. TOWLE, *Consul*.

MARCH 4, 1867.

It being the consul's duty to transmit all information in their power affecting the commercial interests of the United States, I take this opportunity to report

that the transmission of invoices from this consular district has almost entirely ceased within the past month or six weeks. During the month of February there were but 3; in January there were 12; in December, 20. In comparing the present year with previous years, I find that in February, 1866, there were 12; in February, 1865, 8, and in February, 1864, 8.

In conversation with many merchants, I have learned the reason of the discontinuance of shipping goods to the United States is caused by an apprehension that the tariff will be too high to make it profitable. I am assured by several who are among the largest shippers to the United States that in case of the passage of a heavy tariff law, such as has been proposed, trade between France and the United States must nearly or quite die out.

I merely desire to give you such opinions and facts as I am made cognizant of, without expressing any personal opinion; and, as this is a subject of especial deliberation with the government just at the present time, I have deemed it advisable to note to you the fact of the cessation of invoices, and the expressions of opinion by leading merchants in these parts.

SEPTEMBER 3, 1867.

* * * The exports to the United States from this consular district are not as large as usual for this season of the year. The crops in this part of France are below the average in all productions, excepting oats; both wheat and grapes being inferior in quality and quantity to those of 1866.

* * * * *

TRANSLATION OF THE ANNUAL COMMERCIAL REPORT OF L. SELLIER, UNITED STATES CONSULAR AGENT AT L'ORIENT, MADE TO, AND TRANSMITTED BY, THE UNITED STATES CONSUL AT NANTES.

Statement showing the nationality, number, tonnage, and crews of the vessels arrived at, and departed from, L'Orient during the year 1867.

Nationality.	Entered.			Cleared.		
	Number of vessels.	Tonnage.	Number of crews.	Number of vessels.	Tonnage.	Number of crews.
English.....	12	2,044	82	11	1,791	74
Swedish.....	3	946	33	3	946	33
Norwegian.....	7	497	36	8	736	47
German Confederation..	3	1,306	42	3	1,306	42
Totals.....	25	4,793	193	25	4,780	196
French vessels.....	24	2,555	149	82	8,149	494
Grand total.....	49	7,348	342	107	12,929	690

As to the productions of the country and this vicinity, and as to information on general subjects, I have nothing to add to the report which I had the honor to submit to you last year. The projected railways uniting Nantes with the north will probably give a greater impetus to the trade and relations of the department of Morbihan, when completed. It is not possible to report upon the crop of last autumn with exactness; but it was less than average in quantity, and in quality not superior to the harvest of 1866. This is a prolific district for cereals, especially for buckwheat and wheat. Good ordinary white wines are likewise produced here, though, of course, inferior to those made from the vineyards cultivated further south. A little brandy of the ordinary sort (*eau-de-vie*) is manufactured in the Morbihan. The principal business of this coast continues, as it has been for years past, the fishery and conservation of sardines.

Statement showing the description, quantity, and origin of the imports in L'Orient during the year 1867.

Description.	Quantity.	Origin.
	<i>Kilograms.</i>	
Wheat	69,000	Holland, England, Spain.
Cod roe	1,202,762	Norway, United States.
Cheese	388	Holland.
Rice (grains)	6,441	Holland, Belgium, England.
Dried fruits	256	England, Spain.
Crude sugars	9,054	Isle Réunion, United States, Havana.
Coffee	6,902	Holland, Egypt, Mauritius, Cochin China.
Olive oil	347,817	Italy.
Wood for building	2,280,416	Sweden and Norway, German Confederation.
Building materials	153,500	England.
Coal, crude and carbonized	14,530,400	England.
Irons	8,432,836	Sweden, England, Spain.
Salt	900	Not known.
Ordinary wines	910	England, Spain, Italy.
Liquors	4,439	England, Portugal, Spain.
Pure alcohol	311	Martinique, Cayenne.
Pottery	541	England, Cochin China.
Machines	6,460	England.
Castings	2,652	England.
Apparatus	2,584	England.

Statement showing the description, quantity and destination of exports from L'Orient during the year 1867.

Description.	Quantity.	Destination.
	<i>Kilograms.</i>	
Salted meats	2,040	Norway, Holland, England, Spain.
Salted butter	660	Norway, Holland, England, Spain.
Grease	233	England, Spain.
Preserved fish	279,950	Norway, German Confederation, England.
Cereals	1,585,500	England, Norway, Holland, Hanover.
Bread and sea biscuit	3,650	Norway, German Confederation, England.
Potatoes	372,878	Do.
Rice	461	Do.
Leguminous seed	1,477	Do.
Foreign cigars	249	Do.
Coffee	164	Do.
Pitch and tar	595	Do.
Pure oils	449	Norway, Holland, Hanseatic cities.
Firewood	8,000	England.
Coal	26,500	Holland, England, Spain.
Iron ore	65,000	England.
Salt	4,300	Norway, Hanseatic cities, England, Spain.
Ordinary wine	15,863	Norway, German Confederation, Holland, Hanseatic cities, England, Spain, Cochin China, Senegal.
Liquors	155	Norway, Greece, Senegal.
Cedar	1,020	England, Holland.
Alcohol	1,946	Sweden, Norway, Holland, Belgium, England.
Glassware	1,909	Sweden, Norway, Holland, Belgium, England.
Hemp cordage	2,063	Norway, Holland, England, Spain.

COMMERCIAL REPORT OF 1867.

The total amount of British tonnage which arrived at this port during the past year consisted of 115 ships of 105,529 tons register. Ten British ships of 11,452 tons arrived from Callao, (guano;); 2 British ships of 505 tons arrived from Havana, (sugar;); 1 British ship of 215 tons arrived from Puget sound, (timber;); 1 British ship arrived from Terceira, (fruit;); 2 American ships arrived from Callao, (guano;); 2 Dutch ships arrived from Holland, (general cargo;); 1 Hamburg ship arrived from Norway and Sweden, (timber;); 5 Prussian ships arrived from Dantzic, (timber;); 2 Russian ships arrived from Havana, (sugar;); and 428 ships of 430,864 tons. The principal articles of importation are: Coal from Great Britain; sugar from Réunion, Mauritius, and Havana; guano from Callao.

Great improvements have been made to the entrance of the docks by lengthening the piers during the past year. The dry-dock in course of construction is expected to be finished in about one year.

No ships have been built here during the past year.

The Transatlantic Company's steamers leave on the 8th of each month for Aspinwall and intermediate ports, and on the 16th for Vera Cruz and intermediate ports.

Iron ore is exported for ballast from St. Nazaire to Cardiff, and saves ballast expenses to ships bound to the same port.

Statement showing the nationality, number, tonnage, and crews of British and foreign vessels entered at, and cleared from, the port of St. Nazaire during the year 1867.

ENTERED.

Nationality of vessels.	With cargoes.			In ballast.			Total.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
British	214	105,249	3,593	1	208	9	215	105,529	3,602
American	2	1,700	36	.....	.....	.....	2	1,700	36
Dutch	2	910	25	.....	.....	.....	2	910	25
Norwegian	32	8,000	320	.....	.....	.....	32	8,000	320
Prussian	5	1,545	60	.....	.....	.....	5	1,545	60
Russian	2	894	24	.....	.....	.....	2	894	24
Hamburg	1	1,383	24	.....	.....	.....	1	1,383	24
French	482	528,864	.....	.....	.....	.....	482	528,864	.....
Total .....	.....	.....	.....	.....	.....	.....	741	648,825	.....

CLEARED.

British	7	2,942	125	208	102,295	3,477	215	105,227	3,602
American .....	.....	.....	.....	2	1,700	36	2	1,700	36
Dutch .....	.....	.....	.....	2	910	25	2	910	25
Norwegian .....	.....	.....	.....	32	8,000	320	32	8,000	320
Prussian .....	.....	.....	.....	5	1,545	60	5	1,545	60
Russian .....	.....	.....	.....	2	894	24	2	894	24
Hamburg .....	.....	.....	.....	1	1,383	24	1	1,383	24
French .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	.....	.....	.....	.....	.....	259	119,659	.....

DECEMBER, 31, 1866.

Tabular statement showing the description and value of the exports from this port to the United States during the several quarters of the year ended September 30, 1867, (compiled from official invoices.)

Description.	Value, including cost and charges.
	<i>Francs.</i>
Sardines.....	105,833.89
Salts de Vichy.....	350.00
Calf skins.....	51,054.45
Sardines and preserves.....	24,363.31
Pianos.....	850.00
Canvas.....	6,443.19
Fishing articles.....	400.00
Yellow ochre.....	5,117.58
Champagne wines.....	6,479.75
Total for quarter ended December 31, 1866.....	200,892.17
Total for quarter ended March 31, 1867.....	147,029.21
Total for quarter ended June 30, 1867.....	168,035.41
Total for quarter ended September 30, 1867.....	178,458.33
Grand total.....	695,415.12

DECEMBER 16, 1867.

Statement showing the description, amounts, and distribution of agricultural products of the department of the Loire Inférieure for the year 1867, as compared with those of 1866.

Description of product.	No. of hectares sown.	Product of each hectare.	No. of times seed multiplied.	Total production in 1867.	Total production in 1866.
Wheat.....	115,000	11.40	8.	1,311,000	1,092,500
Meslin.....	2,200	14.00	9.	30,800	35,200
Rye.....	23,500	21.00	10.	493,500	444,150
Barley.....	3,000	16.00	9.	48,000	48,000
Buckwheat.....	48,500	13.60	16.	659,600	614,400
Indian corn.....	700	2.00	30.	1,400	1,120
Oats.....	35,500	6.60	10.	234,300	616,000
Leguminous seed.....	1,500	15.00	20.	22,500	15,000
Potatoes.....	7,000	144.00	6.	1,008,000	882,000
Chestnuts.....	400	30.00	.....	12,000	16,000
Total.....	237,300	.....	.....	3,825,600 3,759,570	3,759,570
Total product of 1867 over 1866 in hectolitres.....	.....	.....	.....	66,030	.....

Tabular statement showing the consumption and distribution of agricultural products of the Loire Inférieure for 1867.

Description.	CONSUMPTION.						Exceeding.	Deficit.	Approximate quantity of old grains resting in the department on Sept. 1, 1867.	Mean weight of a hectolitre of each kind of the grains of the crops of 1867.
	Approximate quantity of grain and farinaceous products annually necessary, in hectolitres.									
	For food.		For the food of domestic animals.	For seed.	For the distilleries, breweries, &c.	Total of annual necessities.				
	Each person.	All the inhabitants.								
Wheat	1. 50	870,000	.....	220,000	.....	1,090,000	221,000	.....	20,000	77.
Meslin .....			.....	4,400	.....	} 575,750				60.
Rye	0. 90	522,000	.....	49,350	.....			51,450	.....	70.
Barley			20,000	6,000	55,000	£1,000		33,000		68.
Buckwheat	0. 70	406,000	60,000	38,400	.....	504,400	155,200			64.
Indian corn			1,000	70	.....	1,070	330			
Oats			400,000	77,000	80,000	557,000		322,700		46.
Leguminous seed	0. 03	17,400		1,500	.....	18,900	3,600			78.
Small grains			3,500	500	.....	4,000	1,000			
Potatoes	1. 00	580,000	100,000	126,000	80,000	886,000	122,000			
Totals		2,395,400	584,500	523,220	215,000	3,718,120	503,130	407,150		

The same atmospheric influences which caused such prejudice to the crops of 1866 have, in 1867, produced substantial loss. Meanwhile the harvest has been favored by a period of good weather, and having been gathered ripe and dry, the quantity of the grain is much better, and comparatively very satisfactory.

Monsieur l'inspecteur is of opinion that, as there is a certainty that very little grain of this year will remain over to the period of the next crops, and this will be maintained at a high price, whatever its abundance, and as weather continues exceedingly favorable to sowing, the cultivators of the soil will undoubtedly augment, as far as possible, the culture of cereals, and that probably a much larger quantity of ground will be planted with wheat this year than during the last two years. On the contrary, the space for the production of oats will be reduced, that grain being much more sensitive to frost and the too prolonged humidity of spring. The yield of wheat this year has been 25 per cent. less than that of the average year; that of rye ordinary in quantity, good in quality; that of barley, very ordinary; that of buckwheat, moderately abundant. The latter cereal will, to a degree, supply the almost total loss of the oat crop, destroyed by the blight. The loss of the oats would have caused an immense prejudice to agriculture, if the crops of hay and forage had not been exceptionably abundant. Potatoes are very abundant, but tainted with the rot. Chestnuts are plenty and sound. The wine crop is plentiful and of good quality. The deficit in barley will be easily filled by the adjacent departments of the Loire. It will be more difficult to obtain oats from the departments of Brittany, where they have been equally destroyed by the blight. Some exportations of flour and buckwheat (with cost of transport, varying from 50 centimes to 1 franc and 50 centimes per hectolitre) have been made to England and Scotland.

JANUARY 2, 1868.

I have the honor to append hereto the annual report of statistics concerning the commercial relations of this consular district with the United States for the year 1867.

Statement showing the description and value of the exports from Nantes and vicinity to the United States for the several quarters of the year 1867.

Description.	Quarter ended March 31.	Quarter ended June 30.	Quarter ended Sept. 30.	Quarter ended Dec. 31.	Totals.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Calfskins	25,931.70	73,644.15	60,833.15	42,165.50	202,574.50
Sardines	88,400.40	49,189.01	75,956.45	118,399.59	331,945.45
Preserves	2,359.05	35,996.65	29,207.75	14,948.37	82,511.82
Yellow ochre	10,707.69	5,205.60	10,797.48	6,842.64	33,552.41
Vinegar	6,868.00				6,868.00
Champagne	1,175.75				1,175.75
Locks	2,184.00				2,184.00
Canvas	3,085.57				3,085.57
Paper			617.50		617.50
Windows for churches			1,050.60		1,050.00
Shoes				1,706.00	1,706.00
Total	140,712.16	164,035.41	178,462.33	184,062.10	667,272.00

Comparative statement showing the description and value of the exports from Nantes and vicinity to the United States during the years 1865, 1866, 1867.

Description.	1865.	1866.	1867.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Calfskins	122,900.83	263,849.30	202,574.50
Sardines	188,695.60	250,093.28	331,945.45
Preserves	309,825.67	140,983.95	82,511.82
Yellow ochre	19,681.98	38,736.44	33,552.41
Wines	8,596.00	27,626.30	1,175.75
Canvas		12,548.49	3,085.57
Zinc		4,303.05	
Drygoods		4,112.03	
Vichy water		1,100.00	
Piano-fortes		2,350.00	
Sundries		482.37	
Vinegar			6,868.00
Locks			2,184.00
Paper			617.50
Church windows			1,050.00
Shoes			1,706.00
Total	649,600.08	746,185.21	667,272.00

The year 1866 over 1865, 94,585.13 francs; 1866 over 1867, 78,913.21 francs; 1867 over 1865, 17,671.92 francs.

In 1865, preserves were the most valuable exports; in 1866, calfskins; in 1867, sardines.

Statement showing the distribution, by ports, of the principal exports from Nantes to the United States during the year 1867.

Name of ports.	Calfskins.	Sardines.	Preserves.	Yellow ochre and sundries.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
New York	201,567.80	110,403.73	4,213.85	33,894.97	350,080.35
New Orleans		62,610.05	49,963.82	5,092.55	117,666.42
San Francisco	5,186.70	120,265.47	26,548.65	5,409.07	157,409.92
Boston		33,272.70	3,785.50	4,793.64	41,851.84
Philadelphia		1,309.50			1,309.50
Baltimore				1,050.00	1,050.00

Comparative statement showing the distribution by ports of 1867 compared with 1866.

Name of ports.	Totals of 1866.	Totals of 1867.	Difference.	
			1866.	1867.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
New York	447,550.30	350,080.35	97,469.95	.....
New Orleans	177,535.05	117,666.42	59,868.63	.....
San Francisco	86,988.44	157,409.92	.....	70,421.48
Boston	31,770.67	41,851.84	.....	10,081.17
Philadelphia	2,340.75	1,309.50	1,031.25	.....
Baltimore .....	.....	1,050.00	.....	10,050.00

GENERAL REPORT.

* * * * *

I propose, as soon as the statistics of the chamber of commerce and of the custom-house are completed for 1867, to report fully on the state of trade and commerce of Nantes during that year; meanwhile I will here give such information concerning the first half of the year as I am able to procure at so early a date.

Sugar Refineries.—Owing, first to the fear and rumors of war during the year, and secondly to the remarkable fact that the margin between the price of crude and that of refined sugar is very slight, this branch of trade has not been flourishing. Two of the three sugar refineries of the district have been closed; the exportation of refined sugars has greatly diminished. From the 1st January to the 30th June, 1867, the exportations amounted only to 2,165,600 kilograms (a kilogram being about two pounds.) During the first semester of 1866 they amounted to 2,345,600 kilograms, and during the first semester of 1865 to 5,233,000 kilograms, a diminution of more than one-half in two years.

The introduction of indigenous sugar in this department has assumed considerable importance. Here is the movement of indigenous sugar in 1866:

	Kilograms.
Remaining on January 1	1,059,824
Entered in the depot	7,253,534
Entered directly in the refineries	3,204,800
	<hr/> 11,517,824
Cleared	8,399,281
	<hr/> 3,118,543
Final settlement of 1866	<hr/> <hr/> 3,118,543

The figures of the first half of 1867 show a movement much more considerable than that which took place in 1866, while the stock on the 1st January, 1867, was thrice that of 1866, (3,118,543 kilograms, in place of 1,059,490.) The receipts from 1st January, 1867, to June 30 were 6,698,800 kilograms, against 5,926,496 in 1866, and 3,836,311 in 1865. The clearances in 1867, up to June 30, amounted to 8,187,563 kilograms, against 8,399,281 kilograms during the whole of 1866.

Naval constructions.—This industry is not at present in a flourishing state, which is the more serious from the fact that a great number of workmen are ordinarily employed, and are thrown out of work. The Penhoët stocks at St. Nazaire, which produced five transatlantic steamers, are closed; those of Nantes and Chantonay have but little work. From July 1 to December 31, 1866, 23

ships, with an aggregate weight of 6,894 tons, were put in construction, while, during the first semester of 1867 there were 22 vessels, weighing but 3,364 tons, a diminution of more than two-thirds from the corresponding period of 1866. From July 1, 1866, to July 1, 1867, 45 vessels were put on the stocks, weighing in aggregate 10,258 tons. In consequence of these and analagous results the commission of the corps legislative, charged to examine the customs laws, reported in March, 1867, that "it could not be concealed that our (the French) navigation augments less than that of other nations."

Metallurgical establishments.—The productions of this industry have been inconsiderable. The most important during the past year have consisted in projectiles of all sorts for the French and foreign governments, and the complete furnishing of a foundry for the Japanese government. A machinist of Nantes has for several years undertaken the solution of the problem of locomotion by steam in the city thoroughfares. Several machines invented by him work successfully in France and other countries, and he is in receipt of many orders for their construction.

The brass and copper works situated at Nantes give most satisfactory results, while the manufacture of agricultural implements, formerly very prosperous, has much declined.

During the first semester of 1867 the activity was less great in the metallurgical establishments than in 1866. They have received but few important orders. It is hoped that the probable construction of a line of railway between Laval and Nantes via Châteaubriant will enhance this enterprise.

Cotton mills.—The situation of this industry was bad in 1865 and the first half of 1866; since it has been better. The lower prices of the first material, and an easier sale of threads and tissues, have given greater activity to this production. A manufactory, comprising spinning and weaving, which had stopped for several years, has resumed operations. In the spinning mills which continue to work important ameliorations have been introduced. The materials of the mills have been renewed in whole or in part. Manual weaving of the articles called *futaine*, (fustian,) produced in this consular district, is being condemned by the progress of mechanical weaving, one establishment using the latter mode having already been put in operation, and another on the point of being opened in the suburbs of Nantes.

Tannery.—This trade, moderate in 1866, is better in 1867, orders for calfskins (tanned) arriving constantly. The principal exportation of this article is to the United States.

Alimentary preserves.—The most salient commercial event of the autumn of 1866, in this vicinity, was the excessive abundance of the sardine fisheries on the coast. An excellent result of this industry is estimated at 400,000 sardines; in the fall of 1866 it reached 700,000. The production of anchovies was, per contra, very meagre; that of the tunny fish, which is preserved in much the same way as sardines, had satisfactory results.

The fabrication of preserved meats, vegetables, and fish, in the early part of 1867 was very active. The cattle disease in England and Germany encouraged the manufacturers of these articles to a much more extensive production than usual, and they have been rewarded by easy sales of all produced. The inferiority of the crops, however, has detracted somewhat from the conservation of vegetables.

A sort of commercial crisis has been impending over the merchants engaged in the conservation of sardines not unconnected with events in the United States. The American rebellion interrupted the relations of French merchants with the United States to a serious degree, and the sardine trade was that most extensively affected in this district. When peace returned the demand for sardines was so active that three quarters of a year's fishing was absorbed by the American market. There resulted during two years a situation very favorable for

the sardine merchants. As a consequence new establishments for the preservation of this fish opened up, and augmented the original number by one-third in the course of two years. Meanwhile, by reason of the very considerable consignments made, prices fell in the American market at the very moment that the fishing commenced in 1866. As has already been remarked, the production of that season was exceptionally abundant; the fall in prices was, therefore, disastrous; the sardines themselves were smaller than usual and of an inferior quality; so that the following production, if it was of good quality, would render that of 1866 nearly unsaleable.

The fishery of 1867 gave an excellent production, but dearly obtained; and the fish having been little abundant; the olive oil, in which they are preserved, difficult to be obtained; and the cod roe, the bait used in fishing for the sardine, risen to 100 francs, instead of 60 francs, the keg, have made the prices disproportionate to the actual demand. The embarrassment thus occasioned to the merchants can only cease when an equilibrium is established between the production, which is unduly enhanced, and the consumption, which is, on the contrary, relaxing.

Soap and oil works.—These industries continue to maintain an exceedingly prosperous condition. Nantes produced in 1866 24,500 cases of soap, of a net weight of 3,600,000 kilograms (7,200,000 pounds.) The following figures indicate the kinds and quantities of grains used in the manufacture of Nantes soap:

3,000,000 kilograms of grains of native rapeseed.

1,500,000 kilograms of grains of native flax.

1,300,000 kilograms of grains of arachis, from the African coast.

500,000 kilograms of grains of Indian sesame.

6,300,000 kilograms.

It is expected that an active trade will soon be established between Nantes and Calcutta in the article of oleaginous grains for soap-making. Cakes of flax-oil cost at Nantes 20 francs the kilogram, while at London the price is 28 francs.

Sugars.—Réunion (Bourbon island) sugar, in 1866, cost 50 francs the 50 kilograms delivered, while Antilles sugars cost 46 francs. At the beginning of 1867 these prices were respectively 52 francs 25 centimes and 48 francs. During the first half of 1867 the sugar prices were as follows:

	Réunion.		Antilles.		
	fr.	c.	fr.	c.	
March and April	51	00	47	75	the 50 kilograms.
April and May	50	50	47	25	the 50 kilograms.
June	51	00	47	50	the 50 kilograms.
July 1	52	00	48	25	the 50 kilograms.

The rise in price thus indicated was owing to an increased demand for the article in England and by the refineries at Paris. The sugar trade with Mauritius has greatly suffered by reason of the epidemic prevailing there early in the year. Nantes usually receives more than half of the sugar crop of Réunion, but has failed to receive so large a proportion of the crop of the harvest year 1866-'67, as the table given below, showing the distribution of the production of that period, will prove.

From Réunion to—	No. of ships.	Kilograms.
Nantes	37	20,587,513
Belle Isle.....	25	12,348,651
Australia	14	7,147,464
Bordeaux.....	7	3,448,917
Marseilles.....	6	3,013,838
Cadiz	2	1,382,024
Le Havre.....	1	906,005
Nantes and Bordeaux.....	1	464,075
Bombay.....	1	474,482
Total.....	94	49,772,969

The cost of transportation of crude sugars from Nantes to Paris is 22 francs per 1,000 kilograms.

Navigation and coast trade.—Neither the long course nor the coastwise navigation of Nantes have been in a prosperous condition in 1867.

The diminution of the return freight between Nantes and Réunion, from 80 to 35 francs, has partly affected the former; while the coastwise trade has suffered from the effects of the poor wheat crop of 1866; and another cause is that the crops are mainly transferred now over the newly constructed railways.

Grains and flours.—The exportation of these articles during the first six months of 1867, amounted to 17,647,000 kilograms, against 107,661,400 kilograms during the corresponding period of 1866.

The Nantes custom-house reports the following as its total receipts during the last four years: 1863, 31,478,910 francs; 1864, 21,303,539 francs; 1865, 24,475,988 francs; 1866, 21,507,842 francs.

The receipts of the Nantes custom-house in 1866 exceeded those of any other French port as will be seen by the following figures:

Nantes, 21,507,842 francs; Le Havre, 18,468,629 francs; Marseilles, 18,000,000 francs; Bordeaux, 15,513,126 francs.

New railways.—A movement is on foot in this department to establish a line of railway from Nantes to Laval, by way of Nort, Châteaubriant, Pouance, Craon, Château-Gontier, and Sablé.

By the accomplishment of this line, in connection with that soon to be laid between Napoleon Vendée, and La Rochelle, and so by Coutras and Bordeaux, Paris will finally be connected with Bordeaux, Bayonne, and the other southwestern towns by a route much more direct than at present. The attention of the minister of public works has been called to the project of a Nantes-Laval line, and it is thought it will be accomplished in the course of 1868.

Maritime canal between Nantes and the sea.—I mentioned in my report of last year that surveys were being made to the end above mentioned; those studies, conducted by one of the best French engineers, and including both sides of the Loire, are now completed. The engineer finds that it is practicable to build a canal on either bank, estimating the total cost of a canal on the right bank, at 62,000,000 francs, and on the left bank at 56,000,000 francs. The proposed canal would permit vessels drawing six metres (a little more than three feet each) of water to ascend to Nantes. The engineer recommends the right bank as, on the whole, the most economical and convenient. The project is recognized as one of the highest importance to the commercial prosperity of Nantes and the department, and will probably be put in operation in the course of 1868. It is proposed that the council general of the department of the Loire Inférieure, the municipal council of Nantes, and the chamber of commerce,

should co-operate in its construction. The fear that St. Nazaire will otherwise ruin the trade of Nantes will doubtless hasten the work, which has been deferred so long by the exceeding want of enterprise of this section of France.

APRIL 13, 1868.

I have the honor to submit below a report of commerce for the year 1867, supplementary to that already forwarded to the department, accompanying my despatch No. 33, of date January 2, 1868. Permit me to add that I was only able to obtain the material for this report a week ago, and that I have delayed forwarding it for several days that I might also send those of the consular agents at St. Nazaire and L'Orient. I now enclose herewith, in addition to my own summary, the following documents, viz :

No. 1. Original report of the consular agent at St. Nazaire, giving the arrivals and departures of French and foreign vessels at St. Nazaire during the year 1867.

No. 2. Original commercial report of Mr. Agent Van Duyen.

No. 3. Translated copy of the annual commercial report of the consular agent at L'Orient.

My own report will be found on the ensuing pages.

Statement showing the description, value, and destination of the exports from Nantes during the several quarters of the year 1867.

Description.	1867.					Destination.
	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.	
Refined sugars.....	13, 784	7, 872	5, 250	5, 385	32, 301	England, Sweden, Italy, Switzerland, Chili, Algeria, and Cayenne.
Grains and flours.....	93, 955	82, 515	154, 029	16, 420	246, 919	England, Holland, and French colonies.
Potatoes.....	230	33	564	26, 939	27, 766	Cayenne and England.
Salted meats.....	4, 446	740	1, 286	2, 085	8, 557	England, Sweden, and French colonies.
Butter.....	755	743	313	1, 150	1, 960	England and French colonies.
Preserves.....	640	155	535	1, 676	3, 006	England and Spanish colonies.
Mules.....	333	113	3	1, 114	3, 563	Guadeloupe and Martinique.
Ordinary wines.....	1, 008	3, 442	208	233	3, 951	England, Brazil, and colonies.
Manures.....	7, 108	8, 675	4, 917	6, 946	27, 646	Cayenne.
Oleaginous grains.....	6, 130	8, 766	982	2, 039	17, 937	England, Réunion, and Cayenne.
Material.....	9	11	48	.....	79	French colonies.
Hemp thread.....	1, 612	2, 017	1, 390	912	5, 931	French colonies and New Granada.
Woolen tissues.....	303	458	133	105	999	Brazil and French colonies.
Cotton tissues.....	82	116	128	90	416	New Granada and Spanish colonies.
Silk tissues.....	365	7, 300	1, 485	661	22, 511	England, Sweden, Spain, Egypt, Italy, Brazil, and colonies.
Metal works.....	194	525	480	680	1, 889	England and Spain.
Wood for building.....	.....	.....	.....	.....	.....	.....

From the manuscript of the report of the Nantes chamber of commerce I am able to glean some information as to the projects with which it has been occupied, and in which this commercial community is interested. Among the projects proposed is to be noted that of creating a port at Saint Paul, in the island of Réunion, (French colonies,) between which island and Nantes, as will be observed in the tables above given, there are important commercial relations. The chamber of commerce gave its hearty co-operation to the plan, and it is probable that it will ere long be put into operation.

A project to create a French consular agency at Stanley has likewise been seriously urged. The attention of the chamber has been called to the decline of the trade of the French coastwise vessels in transporting English coal to French ports. According to the report of the French vice-consul at Cardiff, there were, in 1862, 1,252 French vessels, weighing in aggregate 127,731 tons, charged with coal at Cardiff for France. In 1865 this number was reduced to 748, with an aggregate tonnage of 85,520. During the same period the amount of coal exported to France has increased from 153,794 tons to 269,149 tons; the English vessels having to this degree superseded the French. The substitution of steamers for sailing vessels having been recommended, the chamber of commerce has made energetic endeavors to adopt this and other means of restoring to French commerce this very important branch of trade.

The following is the new tariff, established in June, 1867, on certain articles of merchandise :

Coffee in sacks or bales.....	1½ per cent.
Cocoa in sacks or bales.....	1½ per cent.
Cinnamon in sacks or bales.....	4 per cent.
Cinnamon in double packing.....	5 per cent.
Indigo.....	10 to 22 per cent.
Pimento, pepper, cubebs, in sacks or bales.....	2. per cent.

Upon a demand made by the Nantes chamber of commerce the minister of commerce consented that this tariff should not be applied to the coffees coming from the Ile Réunion.

The French transatlantic company, whose steamers from Central America, Mexico, and the West Indies, arrive at St. Nazaire, (port of Nantes,) established the following freights on the importations of merchandises embarked in the ports of the Antilles, the Gulf of Mexico, the Guianas, Colombia, Central America, and the southern and northern Pacific: for cotton, at 10 centimes per pound for St. Nazaire and for Liverpool; for Nantes, the freight of St. Nazaire, augmented by five francs per ton.

Complaint was made by the chamber of commerce of the additional five francs per ton, on the representation of the Nantes merchants, and by the interposition of the minister the company struck that tax from the tariff.

The following is the substance of an interesting account given by the chamber of commerce to the prefect of the Loire Inférieure on the subject of the employment of children in the manufactures, workshops, and mills of this circumscription. The minimum age of these children is 12 years, and this is generally observed; their daily labor does not exceed 12 hours, they do not work on Sundays and *fête* days. Night work is very rare; none are put to their work under 13 years of age, and they work 13 hours. Nearly all the children thus employed can read; there are, however, exceptions. The children are most often employed as assistants to the regular laborers. The department government is still considering what amelioration may be made in the condition of these children, and in what manner they may be educated in harmony with their labor. It is proposed by the chamber to admit no child into the factories who is unable to read and write, and, consequently, that instruction should be entirely free. Now, parents, especially in the country, hesitate before the cost

of schooling; free schools would draw all poor children from the age of seven years upwards. From 7 to 10 or 12 they could achieve sufficient education to fit them for their work, and to receive "principles of morality and religion."

Nantes sent a number of workmen, skilled in agriculture and in various industries especially appertaining to the locality, to the universal exposition, contributing 500 francs for this purpose.

The two railway companies, of the West and of Orleans, have agreed to participate in the plan of a railway from Nantes to Châteaubriant, Sablé, and Laval; thus connecting this place with the immediate north. The only delay in putting this important project into execution arises from the fact that the sanction of the *corps législatif* has not yet been accorded. There is no doubt, however, that this will be obtained, as the minister of public works and the *conseil général* recommend it. The course of the railway will be as follows:

Departing from Nantes, passing by Nort, Châteaubriant, Pouancé, Craon, Château-Gontier; thence on Sablé. A branch line will connect Laval with this route between Craon and Château-Gontier, and thus direct communication will be established with the coast line, L'Orient, Brest, and also with Rennes and Savenay. The company of the West will have the concession of the part comprised between Sablé and Châteaubriant, and the Orleans company of the part comprised between Nantes and Châteaubriant, and that between the Loire and Château-Gontier.

The railway between Napoleon-Vendée, and La Rochelle is progressing, and we may hope soon to have a line direct between Nantes and Bordeaux. To reach Bordeaux from here now it is necessary either to go Parisward as far as Tours, or, going southward, to travel by diligence the greater part of the way. There is communication also by sea.

Upon an application made by the Nantes chamber of commerce to the Orleans company, the tariff for transporting crude sugars from St. Nazaire, Chantonnay, and Nantes, has been reduced 10 per centum, and now stands:

From Paris to St. Nazaire and *vice versa*, 22 francs per 1,000 kilograms; from Paris to Chantonnay and *vice versa*, 22.50 francs per 1,000 kilograms; from Paris to Nantes and *vice versa*, 20 francs per 1,000 kilograms.

A similar demand to reduce the freight on grains and flours by three centimes the kilogram was declined, and that tariff consequently continues to be 20 francs the 1,000 kilograms on the transportation of these articles.

From the report of the Nantes chamber of commerce to the *conseil général* of the department I derive the following information:

The introduction of indigenous sugars assumes an importance constantly increasing. The depot for indigenous sugars, established at Nantes in 1864, received in 1866 7,253,534 kilograms, (each two pounds.) There were entered, besides, directly to the refiners 3,204,800 kilograms.

The movement of indigenous sugars in 1866, 1867, is thus summarized:

	Kilograms.
Existing January 1, 1866	1, 059, 490
Entered in depot	7, 253, 534
Entered directly in refineries	3, 204, 800
Total	11, 517, 824
Cleared	8, 399, 281
Remaining	3, 118, 543

The augmentation of coastwise vessels belonging to Nantes was inconsiderable; the exact figures are not yet reported.

The quantities of sugars exported from the colony of Réunion during 1866, 1867, are divided as follows :

	No. of vessels.	
For Nantes	38	21, 156, 583
For Belle-Ile.....	25	12, 348, 651
For Australia.....	16	8, 179, 620
For Bordeaux.....	7	3, 448, 917
For Nantes and Bordeaux.....	1	464, 075
For Marseilles.....	6	3, 013, 838
For Havre.....	2	2, 435, 704
For Cadiz	2	1, 382, 024
For Bombay.....	1	474, 482
Totals.....	98	52, 903, 894

It is remarked that the merchant marine of Nantes, as regards cleared freights, is apparently declining. Of the 1,509 vessels, (French,) weighing 296,767 tons, cleared from Nantes, St. Nazaire, and Paimbœuf during 1866, 502, weighing 124,197 tons, cleared in ballast; and of 2,474 coastwise vessels, weighing 129,241 tons, 902, weighing 46,676 tons, cleared in ballast—more than a third cleared in ballast.

Foreign vessels meantime take a part more and more considerable in the navigation with countries beyond Europe, besides the French colonies, and in the navigation with the ports of Europe. In two years the French marine has lost for the three ports of Nantes, St. Nazaire, and Paimbœuf, by 33,280 tons; while the foreign navigation has gained, for the same ports, 70,797 tons.

It is hoped that the projected canal on the bank of the Loire, between Nantes and St. Nazaire, by facilitating transportation and making communication between Nantes and the sea cheaper and more independent, will give an impetus to the commercial interests of this place, which do not now exhibit a prosperous condition.

Statement showing the nationality, number, tonnage, and crews of vessels arrived at Nantes during the year 1867.

Statement showing the nationality, number, tonnage, and crews of vessels departed from Nantes during the year 1867.

Nations for which the vessels cleared.	VESSELS WITH CARGOES.						VESSELS IN BALLAST.					
	French vessels.			Foreign vessels.			French vessels.			Foreign vessels.		
	Carrying the flag of the country to which they cleared.			Other flags.			Carrying the flag of the country to which they cleared.			Other flags.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
Russia.....	10	1,365	68									
Sweden.....	7	755	46									
Norway.....	2	258	14									
Denmark.....	207	19,211	1,304	1	134	6						
England.....	1	75	5	6	825	36						
Germany.....												
Mecklenburg.....												
Hanseatic cities.....	1	91	6									
Iceland.....	53	4,978	365	11	2,201	115						
Belgium.....	1	78	6									
Portugal.....												
Spain.....	9	885	54									
Italy.....	11	1,467	75									
West Africa.....	2	742	80									
English Mediterranean colonies.....	2	307	15									
India.....												
Brazil.....	5	998	56									
Uruguay.....												
Buenos Ayres.....												
Antilles.....	4	1,064	53									
French colonies.....	29	6,298	209	1	124	7						
Cod fisheries.....	1	80	5									
Madagascar.....												
Totals.....	345	38,632	2,371	66	8,991	577	21	3,465	177	514	57,335	3,182
							93	4,892	247	37	6,210	292

In the hope of affording the department as complete information as possible concerning the locality of this consulate, I have gathered and given below some facts relating to the city of Nantes itself.

As was stated in last year's report, the population amounts to about 111,596, that of the whole department of the Loire Inférieure being 580,000 souls.

There are resident here one consul general for Sweden and Norway, 16 consuls for England, Austria, Belgium, Bolivia, Denmark, Hayti, Italy, New Granada, Holland, Portugal, Prussia, Turkey, Uruguay, Venezuela, Hanseatic cities and the United States, 3 vice-consuls from Belgium, Brazil, and Russia, and 1 consular agent from Spain. Of these, 5 are natives of the country represented and the rest are Frenchmen. Total number of consular officers, 21.

STRASBOURG—EDWARD ROBINSON, *Consul*.

OCTOBER 1, 1867.

The trade of this consular district with the United States has, during the past year, shown the fortunes of all commercial affairs in Europe, the rumors of war having depressed it greatly.

The table of exports, (made up from invoices certified at this consulate and its agency at Mulhouse,) which I submit herewith, will show that during the quarter ended June 30, (the period of the greatest war excitement,) the value of the exported goods fell off over 50 per cent. from previous quarters and it revived but very little during the next three months. The goods exported were of the same general character as reported by me last year, fine calfskin leather (uppers) still remaining the most important article. Next to this are the cotton and woolen dry goods from Mulhouse and its neighborhood.

A little more attention has recently been given to the wines of the country, but it is still almost only to Alsatians residing in the United States that they are sent.

I submit herewith a valuable report on the wines of the two departments Haut Rhin and Bas Rhin, forming the ancient Alsace, from the pen of my deputy consul. Of the invoices certified at this consulate during the year ended September 30, 83½ per cent. were of goods destined for the port of New York, 7½ per cent. for the port of Boston, and 4½ per cent. for the port of New Orleans, while the remaining 4½ per cent. were for seven other ports.

REPORTS ON THE WINES OF ALSACE.

Alsace being situated between France and Germany partakes of the character of both countries, and its produce, likewise, is similar to that of both of them. The wines, however, of the two departments into which Alsace is divided, have more affinity with those of Germany than with the French.

The wines of the department of the Haut Rhin (upper Rhine) especially, bear a strong resemblance to the Rhine wines of Germany, generally called "Hocks." They are heady, have a fine bouquet and zest, and also a flinty taste; this latter quality they share with the wines of the department of the Bas Rhin (lower Rhine.) These latter are generally weaker, have less bouquet, and are somewhat rougher to the palate.

Both these types have, to different degrees, the peculiar aroma which characterizes the species. They keep many years; first, because they contain more tannin and alcohol than one would suppose, considering the latitude in which they are produced; and secondly, on account of the great care bestowed upon them during the process of fermentation, as well as in the casks, until they are bottled. Like all white wines they are very delicate and apt to spoil when not

taken care of properly. A singular peculiarity of many of the Haut Rhin wines is the action which they produce upon the legs. It is sufficient to drink a bottle of some of these growths to render the legs powerless. Their influence on the brain is equally great, and it is necessary, therefore, to partake of these wines with great moderation.

There are numerous kinds of grapes in Alsace. It will be sufficient to mention some of those giving the best wines. These are the Riesling, the Edelgrape, the dry and the sweet Tokay, the Klevner, &c. The Gutedel, or Chasselas, is likewise cultivated, but it gives a middling wine only.

In the Haut Rhin it is customary to designate wine first with the name of the grape, and then with that of the locality where it is produced. Thus one says, Riesling of Ribeauville, (Rappoltsweiler;) Edelwine of Riguewihr, (Reichenweiher.)

The white wines predominate, but there is red wine, especially at St. Hippolyte and at Ammerschwihr, in the Haut Rhin, and at Saverne, Wissembourg, and other localities in the Bas Rhin.

The best "growths" in the department of the Bas Rhin are in the neighborhood of Barr, (the Klevner of Heiligenstein,) and in that of Wolxheim. The wines grown in the district of Wissembourg are very fair, and have already much of the character of the wines of Rhenish Bavaria, of which latter great quantities are exported to the United States.

The average price of the better qualities of Alsatian wines is from 25 to 50 francs the 100 litres, or about from 20 to 40 cents a gallon. The wines of the Haut Rhin are a little higher in price than those of the Bas Rhin.

There is also some straw wines produced, especially in the district of Riguewihr and Ribeauville, but not in very large quantities, because its manufacture requires much space and the greatest care. The grapes are allowed to remain on the vines some time after they are ripe; they are then carefully gathered and suspended, each bunch at a small distance from the others, in well aired lofts. They are examined every few days and each decayed grape is cut away; this proceeding is repeated and continued until late in the following spring, when the grapes have become almost dry. They are then pressed and fermented in the usual manner. This long exposure renders the grapes very sweet, and the wine will keep many years. Of course it is only used as dessert wine.

Instead of being suspended the grapes were formerly exposed on straw, hence the name straw wine. This rendered it necessary to take up every grape each time it was examined, and to change its position in laying it down again. This causes not only much more labor than the method now adopted, but the less complete exposure to the air, and the frequent handling of the grapes, impair these to a much greater degree, and, therefore, it was abandoned for the manner now generally practiced.

The price of straw wine varies from 6 to 10 francs, and above, the litre; that is from 24 to 40 francs a gallon.

The wines of Alsace were justly celebrated before the annexation of that province to France. After that event the culture was neglected, and it is only since about 30 years that new efforts are made, and with success, to regain for them their old reputation.

The finest Alsatian wines are sold, to the detriment of their own good name, with German labels, as Rhine wines from Germany. This seems to be the sole cause why they are so little known in other countries.

Although they are highly valued even outside of Alsace, under a borrowed name and with a lying label, they are not known under their own name. They are not appreciated because they are not known, and they are not known because they are not exported and sold under their real name.

DECEMBER 31, 1866.

Statement showing the description and value of exports from Strasbourg to the United States for the several quarters of the year ended September 30, 1867.

Description.	Value.
	<i>Francs.</i>
Leather.....	714,352.35
Silk ribbons.....	121,219.95
Dry goods.....	639,361.50
Woollen cloth.....	8,191.75
Hardware.....	38,679.80
Glass and glassware.....	68,781.25
Wine and spirits.....	30,439.80
Musical instruments.....	150.00
Miscellaneous.....	109,573.01
Total for quarter ended December 31, 1866.....	1,730,749.41
Total for quarter ended March 31, 1867.....	1,735,563.05
Total for quarter ended June 30, 1867.....	833,313.29
Total for quarter ended September 30, 1867.....	907,013.25
Grand total.....	5,206,639.05

Statement showing the description and value of the exports from this consulate to the United States during the year 1867.

	Francs.		Francs.
Tanned calf skins.....	1,815,475 69	Watch and spectacle glasses..	236,768.90
Raw calf skins.....	67,657 07	Glass.....	36,056.50
Patent leather.....	44,968 46	Glassware.....	13,589.51
Morocco.....	40,431 20	Hardware.....	87,856.35
Cotton and woollen dry goods..	1,077,755 00	Watch keys.....	55,348.30
Scotch shawls.....	22,165 30	Clocks and parts thereof.....	7,306.82
Woollen cloth.....	58,809 80	Musical instruments.....	17,886.75
Woollen gloves and mittens..	5,248 25	Hops.....	26,741.65
Silk ribbons.....	622,627 60	Drugs, dyes, and chemicals..	85,053.25
Nets of silk, &c.....	16,360 35	Tobacco pipes.....	5,689.10
Embroideries.....	17,313 45	Wine.....	51,542.26
Embroidery cotton.....	8,648 50	Spirits.....	7,851.35
Corsets.....	12,637 05	Miscellaneous.....	100,501.50
Straw goods.....	3,536 85		
Paper and paper hangings.....	36,476 65	Total.....	4,594,705.66
Works of art.....	5,517 00		
Seeds and plants.....	6,885 20		

MULHOUSE—AUGUSTUS STROHL, *Consular Agent.*

JUNE 30, 1867.

Statement showing the description and value of exports from this consular agency to the United States during the two quarters ended June 30 and September 30, 1867.

Description.	Value.
	<i>Francs.</i>
Paper.....	8,964.55
Machinery.....	585.00
Spirits.....	350.00
Sundries.....	1,550.00
Total for quarter ended June 30, 1867.....	11,449.55
Total for quarter ended September 30, 1867.....	59,500.00
Total for six months.....	70,950.45

NICE—A. O. ALDIS, *Consul*.

MARCH 19, 1867.

In a despatch last year I mentioned the number of Americans at Nice, as published in the list of strangers for the winter of 1864-'65, was 11; and in the winter of 1865-'66, was 48. This year the published list of strangers contains the names of 223 Americans. This printed list contains only the names of the heads of families; and, to my knowledge, there are many Americans here whose names do not appear in the list.

There is quite a number of families, containing from five to eight, and even ten persons, (including children and servants,) who are Americans; and making the best estimates I can, I feel confident that the whole number of Americans wintering here this winter is not less than 800. In this connection, I do not include those transient persons who pass through Nice, *en route* for Italy, and who stop here only for a few days. But the list does include some who stay here no more than two or three weeks.

But the great number of visitors at Nice stay from about the 1st of December to the 1st of March; then many leave for Rome and Naples to avoid the mistral, a cold, raw wind which blows a good deal in March and April. But "the season" is from the 1st December to the 1st of March, the period during which the mildness of the climate attracts invalids, and the gayeties of the place pleasure-seekers.

The estimate I have made does not include any of the officers of the Colorado and other ships of our squadron, which have been here during a part of the winter. The Colorado was here from New Year's day to the 1st of March; the other vessels several weeks.

The effect of the disbursements here by the squadron, and by American travellers, has been noticed, both financially and otherwise. The director of the Bank of France here informed me in January that the deposits at the bank during the months of November and December amounted to a million of francs (\$200,000) more than ever before during these months; an increase attributed to the money expended here by American travellers, as the number of travellers or visitors from other countries is not greater than usual. At that time the squadron was not here.

As one of the incidental results of this large influx of Americans, the Protestant bishop of Gibraltar, in whose diocese Nice is, considering the large number of Americans attending the English church here, authorized the chaplain, when praying for the Queen of Great Britain and Ireland, and the Emperor of the French, also to pray for the President of the United States. This unwonted extension of Christian charity on the part of our English friends is due, in part, to the pressure and suggestion of Bishop Stevens of the Protestant Episcopal church of Pennsylvania, whose presence and labors here have been most welcome and useful, and highly appreciated by all, English as well as Americans.

I have noticed in the newspapers estimates of the numbers of Americans travelling or residing in Europe and of the money expended by them. These estimates have seemed to me to be very vague and conjectural, and generally exaggerated; and I have thought that an accurate result might be reached if the consuls at the ports where travellers debark, like Liverpool, Havre, &c., and at the great centers of travel, like London, Paris, and Rome, were directed to make and keep a list of Americans visiting those places. Some small expense would be required, but it would be quite moderate. Then, by comparing these lists of names with the lists of the chief bankers, and with each other, pretty accurate and reliable information would be secured. The expense of American absenteeism in Europe is very considerable. I do not refer to the expense paid by ordinary travellers, as it is a laudable curiosity that prompts that. But the increasing number of wealthy Americans who live abroad, and do not intend to

return home, and the growing tendency in that direction, are, as it seems to me, matters of regret rather than of commendation. There are more people of this class than is generally supposed, and the drain of American gold to pay their expenses constitutes not a small item in the balance of trade against the United States. Are their incomes taxed? If subject to French taxation, it is undoubtedly onerous enough. But if not taxed here, they ought to be at home.

DECEMBER 31, 1866.

Tabular statement showing the description and value of the exports to the United States for the several quarters of the year ended September 30, 1867, compiled from official invoices.

Description.	Value, including cost and charges.
	<i>Francs.</i>
Perfumery	117,483.17
Chrystallized fruits	913.50
Mosaics	2,362.00
Olive oil	1,350.00
Total for quarter ended December 31, 1866	123,008.67
Total for quarter ended March 31, 1867	50,725.00
Total for quarter ended June 30, 1867	53,460.95
Total for quarter ended September 30, 1867	93,779.60
Grand total	320,974.22

BORDEAUX—W. E. GLEESON, *Consul*.

OCTOBER 14, 1867.

I have little of commercial interest to report. From information received, the wine crop of the present year of the department of the Gironde will not reach more than one-fourth of an ordinary yield. As to quality, no opinion can, at this moment, be formed. It is supposed that the quality will be fair, however. The blight was very severe this year, which will account for the decrease of yield compared with other years; that of the year 1866 was an ordinary crop, yielding about 150,000 tons, or 2,100,000 gallons, but of poor quality, owing to a season of almost constant rains, and to unusual coolness, retarding the maturity of the grape. That of 1865 was an ordinary year, but superior in quality to any since the year 1848, and surpassed the famous vintage of 1858, that has enjoyed deserved esteem. The promise of this wine at first was not favorable, and it is only within six or eight months past that its excellent flavor has been discovered; those who were fortunate enough to secure large quantities will reap heavy gains, and I doubt not but that fortunes will be acquired by this vintage alone.

The high rates of duties have had a sensible effect upon the exportation of common wines, and any increase of the tariff with respect to wines of inferior grade would amount to a prohibition. Shipments, however, under present rates continue to be made. My experience leads me to believe that a substitution of a specific duty for the *ad valorem* would be a wise amendment. With all the possible care that can be exercised by the consular officer, frauds in the description of quality and the year of growth will be practiced, and exports under this system are essentially indispensable, and are not as easily obtained with reference to wine as to other imports. The value of wine does not depend so much upon the age as the vintage. The same district produces good and better wine,

according as the season may be favorable to the maturity of the grape. A difference often exists of from two to four thousand francs in the tun in the vintage of one year over a former or subsequent growth of the identical district, or even particular chateau, and a false declaration of the exact year or description of the wine obviously leads to serious frauds upon the federal revenue, and which I am inclined to think can be effectually arrested only by a system of specific duties in lieu of the *ad valorem*. * * * *

Statement showing the aggregate value of exports from Bordeaux to the United States for the nine months ended September 30, 1867.

Articles.	2d quarter.	3d quarter.	4th quarter.	Aggregate.
Oil	\$221,731 06	\$216,839 01	\$168,378 02	\$606,948 09
Wines	1,774,694 54	1,446,901 72	916,430 03	4,138,026 29
Brandy	288,637 22	199,353 60	142,930 06	630,920 88
Sardines	491,080 20	438,707 91	370,425 40	1,300,213 51
Preserves and dried fruits	185,565 00	338,118 11	298,309 71	821,992 82
Divers articles	422,191 20	680,515 49	293,955 57	1,396,662 26
Total	3,383,899 22	3,320,435 84	2,190,428 79	8,894,763 85

Statement showing the description and value of exports from Bordeaux to the United States during the quarter ended June 30, 1867, compiled from consular reports.

Articles.	April.	May.	June.	Totals.
Oil	\$33,631 40	\$137,799 88	\$45,407 73	\$216,839 01
Wines	502,470 41	547,028 42	397,402 89	1,446,901 72
Brandy	77,992 62	75,577 42	45,783 56	199,353 60
Sardines	282,050 66	146,941 25	9,716 00	438,707 91
Preserves	12,726 90	80,311 31	245,079 90	338,118 11
Divers articles	211,988 83	138,185 24	330,341 42	680,515 49
Totals	1,120,860 82	1,125,842 52	1,073,731 50	3,320,435 84

MARCH, 31, 1867.

Statement showing the description and value of the exports from this port to the United States during the quarter ended March 31, 1867.

Description.	Value.
	<i>Francs.</i>
Oil	221,821.06
Wines	1,774,694.54
Brandy	288,637.22
Sardines	491,080.20
Preserves and dried fruits	185,565.00
Divers articles	422,191.20
Total	3,383,989.22

REIMS—A. G. GILL, *Consul*.

OCTOBER 10, 1867.

I have the honor to submit to the department the following account of the exports of champagne and sparkling wines from my consular district during the years ended 30th September, 1866 and 1867, namely :

	Dozens.	Value in francs.
In 1866.....	142, 984	5, 217, 019.35
In 1867.....	107, 084	4, 193, 648.27
Difference	35, 900	1, 023, 371.08

Showing a decrease in the consumption of sparkling wines in the United States during the year ended 30th September, 1867, of nearly 36,000 dozen, or 3,000 dozen per month; the actual consumption during the same year being about 9,000 dozen per month, at a value of 349,470 francs, or \$67,097 dollars, invoiced value, which is about one-third of the price paid in gold by the consumer in the United States.

The exports for the quarter ended 30th September, 1867, show an increase in the value of the wine, but a decrease in quantity, as compared with the same quarters of the year 1866, viz :

	Dozens.	Value in francs.
Quarter ended 30th September, 1866	29, 761	1, 096, 212.63
Quarter ended 30th September, 1867	29, 134	1, 123, 864.89
Difference	627	27, 652.26

The quarter ended 30th September, 1867, compares favorably with the previous quarter of the same year, showing an increase of \$5,638 dozen, valued at 126,716 francs.

The three months included between the 1st October, 1866, and the 1st January, 1867, were remarkable for the quantity and value of wine exported; 48,971 dozen of champagne, valued at 1,873,841, were sent from this district to the United States, chiefly to New York.

The United States being one of the best markets for champagne, and the present high duties tending to diminish the quantity consumed there, have consequently depressed business here. The impending suits between the wine-producers and the United States revenue have also contributed not a little to this effect.

Inferior wines, however, for the French and Russian markets are in increased demand; 13,502,229 bottles were sold during the year 1866, showing an excess of 306,097 bottles on the sales of the preceding year.

The prospect of the present year's wine crop is not by any means good in this district, the *vendanges* having already commenced under very unfavorable auspices, the weather being cold and wet. It will be but an average, or even less than an average year. The grapes are of a good quality, but the yield of wine will be small in comparison with other seasons, and prices will no doubt increase next year.

The exports from this consular district consist principally of champagne and sparkling wines. The only other article sent to the United States during the quarter ended 30th September, 1867, was corsets, to the amount of 22,526 francs. They are principally manufactured at Bar le Duc, a small town in the district.

There are several large factories of woollen cloths in the city of Reims, one alone employing 3,000 operatives, working day and night, and making a net yearly profit of 3,000,000 francs—\$576,000.

Fully one-third of the woollen goods manufactured in this district is sent to England and thence to the United States, for the purpose of securing the higher prices paid in America for goods of English manufacture. The remaining two-thirds are bought by commission agents in Paris, and thence forwarded to the United States. Not one invoice of merinoes or other woollen goods has been legalized at this consulate during this quarter.

No cotton goods are manufactured in Reims.

LA ROCHELLE—THOMAS P. SMITH, *Consul*.

SEPTEMBER 30, 1867.

Since the last annual report trade and commerce between this district and the United States have been less active than for the past ten years. Railroads from the interior have, in the meanwhile, been brought to completion, and now Cognac has thus been united to the port of La Rochelle, while an air-line from Limoges will soon bring that city in direct communication with the sea.

The wine crop, although of better quality than last year, is so small in quantity that proprietors have contemplated pulling up their vines and substituting a more productive article.

The tariff prohibiting the importation of brandy in casks of less capacity than 30 gallons has temporarily diminished the exportation. The merchants, who have become very rich in the brandy trade with the United States, would like to have the tariff reduced in order to increase their personal profits.

Grain is of increased value this year, especially wheat. Oats are of such inferior quality and so scarce that a cargo now on the way from New York to La Rochelle, as I learn from one of the principal merchants, will sell at considerable profit.

The sardine fisheries along the coast fall rather in the jurisdiction of the consul at Napoleon Vendé. So far as my observation extends, the year is very good.

The instructions of circular No. 35, from the department, have produced a sensible difference in the value of the porcelain exportations, by checking the custom of having the invoice verified at the port of embarkation, and requiring the examination of the value at the place of manufacture.

The exportations of this article have been slight during the past year.

FRENCH POSSESSIONS AND DEPENDENCIES.

ALGIERS—EDWARD L. KINGSBURY, *Consul*.

MARCH 31, 1867.

The exports from Algiers to the United States during the quarter ended this day consist of anise-seed, valued at \$1,680 12.

GAUDALOUPE, WEST INDIES.

Statement showing the description and quantity of the exports of native produce from the island of Gaudaloupe from January 1 to December 31, of the years 1865 and 1866.

Description.	1865.	1866.
* White sugar, from Jan. 1 to July 31, 1865, kilograms. 7,456,994	-----	16,839,357
Brown sugar, from Jan. 1 to July 31, 1865.....do....11,420,026	-----	17,102,634
	18,877,020	
	3,570,317	
	22,447,337	
Molasses litres.....	160,937	491,023
White rum.....do.....	1,126,452	1,738,270
Coffee.....kilograms.....	447,170	144,474
Cotton.....do.....	233,801	184,541
Cocoa.....do.....	79,354	65,045
Cassia.....do.....	709	1,206
Roucou.....do.....	151,745	126,836
Logwood.....do.....	156,010	57,600
Vanilla.....do.....	1,271	7

* Impossible to establish the exact quantity of white and brown sugar.

SPAIN.

BARCELONA—J. A. LITTLE, *Consul*.

MARCH 31, 1867.

I have the honor to enclose to you herewith return for the second quarter 1867, for this consular district, consisting of arrivals and departures of American vessels, navigation and commerce, and the following statistics :

List of imports and exports from and to the United States at the consular district, from April 1 to June 30, 1867.

IMPORTS.

Cotton, 11,855 bales	\$1,653,757
Staves, 489,497.....	124,910
Petroleum, 4,154 barrels.....	49,848
Tar, 238 barrels	3,332
Lumber, 2,931 pieces.....	2,500
Rosin, 93 barrels	950
Hides, 40.....	340
Total value	1,835,637

EXPORTS.

Corks, 1,721 bales, containing 36,366,000.....	\$45,200 50
Wine, 781 barrels	8,536 27
Corkwood, 94 bundles	808 42
Wine, 48 arrobas.....	28 00
Total value	54,573 19

Amount of cotton arrived at the port of Barcelona from April 1 to June 30, 1867.

From Carthagena.....bales..	7	From Mayaguez.....bales..	374
Cette.....do...	1,361	Mobile.....do...	1,605
Charleston.....do...	229	Motril.....do...	272
Cuba.....do...	22	New Orleans.....do...	10,021
Fernando Po.....do...	10	Palma.....do...	627
Genoa.....do...	159	Pernambuco.....do...	4,391
Ibeza.....do...	118	Porto Cabello.....do...	3,764
Liverpool.....do...	10,840	Porto Rico.....do...	443
London.....do...	441	Rio Janeiro.....do...	1,847
Malaga.....do...	129	Santander.....do...	136
Maracaibo.....do...	6,399	Seville.....do...	7
Matamoras.....do...	12	Smyrna.....do...	6,871
Total number of bales		50,085	
Number of bales arrived from January 1 to March 31, 1867.....		30,027	
Total number of bales of cotton arrived at the port of Barcelona from January 1 to June 30, 1867.....		80,112	

The stock of cotton in the market of Barcelona is quite large at present, perhaps amounting to 25,000 bales, the receipts for the quarter being 80,112 bales, against 72,559 for the same period of 1866. It is difficult to form an estimate either of the stock on hand or of the consumption; but, granting the former to be greater than 25,000 bales, (which I do not believe it to be,) the stock on hand the 1st January, 1867, to be 9,000, as stated by the board of trade, and the receipts as above stated, it will be seen that the manufacturers have taken during the six months 64,112 bales.

The prices are at present quoted as follows: United States, $31\frac{1}{2}$ to $32\frac{1}{2}$; Brazilian, $33\frac{1}{2}$ to 35; Porto Rico, 32 to 33; Porto Cabello, 30 to 31; Egyptian and Indian, 23 to 29.

Number, nationality, and tonnage of vessels entered at the port of Barcelona from April 1 to June 30, 1867.

No.	Nationality.	Tonnage.	No.	Nationality.	Tonnage.
2	American	1,323.50	1	Holland	145.00
5	Danish	240.00	57	Italian	8,765.00
26	English	7,447.00	1	Mecklenburg	347.00
42	French	2,733.00	1	Portuguese	140.00
1	Hamburg	87.00	12	Prussian	3,822.00
6	Russian	2,075.00	11	Sweden and Norway.....	3,721.00
693	Spanish.....	103,625.00	858		134,470.50

APRIL 1, 1867.

I have the honor to forward to you herewith my returns of arrivals and departures of American vessels and of navigation and commerce for the quarter ended March 31, 1867, and the following statistics for said period:

Statement of imports and exports from and to the United States at this consular district from January 1 to March 31, 1867.

IMPORTS.

Cotton, 5,460 bales.....	\$919,318 00
Staves, 640,704	133,052 00
Petroleum, 2,485 barrels.....	27,335 00

Cocoa, 1,236 bags	\$77, 126 00
Rosin, 333 barrels	3, 663 00
Spirits of turpentine, 58 barrels	1, 856 00
Tar, 54 barrels	756 00
Miscellaneous articles	290 00
Total value	1, 163, 396 00

EXPORTS.

Corks, 1,547 bales, containing 30,280,000	\$35, 269 22
Almonds, 249 bags	2, 966 50
Licorice root, 1,114 bundles	2, 790 50
Catalan wines, 174 barrels	2, 255 22
Brier-wood, 93 bags, containing 27,285 pieces	1, 400 63
Licorice paste, 53 boxes	1, 235 45
Brandy, 7 pipes	380 00
	46, 297 92

Amount of cotton arrived at the port of Barcelona from January 1 to March 31, 1867.

From Adra	bales.. 22	From Marseilles	do... 3, 710
Almeria	do... 24	Mayaguez	do... 49
Almuñecar	do... 82	Matoil	do... 374
Cette	do... 3, 484	New Orleans	do... 5, 400
Charleston	do... 4	New York	do... 56
Havana	do... 755	Palma	do... 349
Liverpool	do... 5, 556	Pernambuco	do... 4, 687
London	do... 614	Ponce	do... 60
Mahon	do... 17	Porto Rico	do... 23
Malaga	do... 185	Smyrna	do... 3, 835
Malta	do... 655	St. Iago	do... 86
Total number of bales			30, 027

Statement showing the nationality, number, and tonnage of vessels entered at the port of Barcelona from January 1 to March 31, 1867.

Nationality.	No.	Tonnage.	Nationality.	No.	Tonnage.
American	5	1, 665. 51	Mecklenburg	8	2, 198. 00
Austrian	2	930	Oldenburg	1	186. 00
Danish	7	1, 223	Portugese	4	462. 00
English	49	13, 779	Prussian	33	30, 067. 00
French	72	5, 494	Russian	17	6, 466. 00
Greek	1	260	Spanish	596	83, 194. 00
Hanoverian	3	339	Sweden and Norway ..	21	7, 517. 51
Holland	3	921			
Italian	26	4, 900	Total	848	159, 601. 51

It will be seen that the imports from the United States at this consular district are again beginning to increase, but are still small compared to what they were before the war, viz: about \$5,000,000 per quarter. The export of wines has almost entirely ceased, on account of the seizure by the New York custom-house of the books of most of the wine dealers of that city. * * * *

OCTOBER 1, 1867.

I have the honor to acknowledge the receipt of your despatch No. 77, authorizing this consul to act as Mexican consul at Barcelona whenever not incompatible with his duties as consular officer of the United States.

The following are the statistics on the commercial relation of this consular district with the United States, which I have the honor to submit to you, for the year ended September 30, 1867, viz :

Statement showing the number, nationality, and tonnage of vessels entered at the port of Barcelona during the quarter ended September 30, 1867.

No.	Nationality.	Tonnage.	No.	Nationality.	Tonnage.
2	American	1,570	10	Prussian	2,997
3	Austrian	978	2	Russian	1,275
25	English	6,247	669	Spanish	95,041
18	French	1,200	7	Sweden and Norway	1,704
1	Holland	211	1	Uruguayan	227
27	Italian	4,148			
1	Mecklenburg	285	756		115,893

Statement showing the nationality, number, and tonnage of vessels entered at the port of Barcelona from October 1, 1866, to September 30, 1867.

Nationality.	No.	Tons.	Nationality.	No.	Tons.
American	11	5,343.89	Hamburg	3	730.00
Argentine	1	77	Hanoverian	3	339.00
Holland	6	1,448	Mecklenburg	11	3,180.00
Italian	134	23,484	Oldenburg	1	186.00
Austrian	6	918	Portugese	6	742.00
Belgian	2	304	Prussian	57	37,586.00
Danish	17	1,875	Russian	21	8,441.00
English	132	39,578	Spanish	2,489	343,730.00
French	139	9,936	Sweden and Norway	42	3,533.00
Greek	2	537	Uruguayan	1	227.89
Total				3,084	482,204.89
Against total for year ended Sept. 30, 1866				3,058	419,838.53

Statement showing the amount of cotton entered at the port of Barcelona during the quarter ended September 30, 1867.

From Aguadilla	bales..	545	From Maranon	bales..	776
Alicante	do..	12	Marseilles	do..	3,977
Bahia	do..	420	Mayaguez	do..	1,078
Cette	do..	126	New Orleans	do..	4,386
Charleston	do..	1,688	New York	do..	238
Guayra	do..	2,209	Palma	do..	261
Havana	do..	41	Pernambuco	do..	4,241
Liverpool	do..	5,575	Ponce	do..	377
London	do..	1,253	Puerto Cabello	do..	2,278
Mahon	do..	217	Santiago de Cuba	do..	89
Total number of bales, third quarter 1867					29,787
Total number of bales, second quarter 1867					30,357
Total number of bales, first quarter 1867					30,027
Total number of bales, fourth quarter 1866					21,019
Grand total from October 1, 1866, to September 30, 1867					111,191
Grand total from October 1, 1865, to September 30, 1866					122,182

Statement showing the description, quantity, and value of imports from the United States to this consular district during the quarter ended September 30, 1867.

Cotton, 6,696 bales.....	\$937, 440	Petroleum, 200 barrels.....	\$2, 200
Cocoa, 1,769 bags.....	110, 267	Timber, 17,000 feet.....	1, 160
Staves, 300 gros mil.....	99, 980	Spirits of turpentine, 30 barrels	960
Logwood, 250 tons.....	6, 000	Hides, 38 hides.....	215
Tar, 350 barrels.....	4, 508		
Rosin, 375 barrels.....	4, 125	Total	1, 116, 955

Statement showing the description, quantity, and value of imports from the United States to the consular district, from October 1, 1866, to September 30, 1867.

Cotton, 24,504 bales.....	\$3, 591, 855	Spirits of turpentine, 88 barrels..	\$2, 816
Staves, 1,855 gros mil.....	421, 782	Lumber, 2,931 pieces.....	2, 500
Cocoa, 3,005 bags.....	187, 393	Timber, 17,000 feet.....	1, 260
Petroleum, 9,980 barrels.....	135, 981	Hides, 78 hides.....	555
Logwood, 570 tons.....	13, 680	Sundries	290
Rosin, 801 barrels.....	8, 738		
Tar, 614 barrels.....	8, 596	Total	4, 375, 446

Statement showing the description, quantity, and value of exports from the consular district to the United States during the quarter ended September 30, 1867.

Corks, 688 bales	\$16, 198 69	Hazelnuts, 80 bags.....	\$592 00
Almonds, 154 bags.....	1, 736 35	Miscellaneous articles.....	315 90
Catalan wines, 50 quarts and		Olive oil, 2 pipes.....	295 00
223 casks	1, 226 00		
Alcohol, 80 barrels.....	1, 224 00	Total	21, 587 94

Statement showing the description, quantity, and value of exports from this consular district to the United States during the year ended September 30, 1867.

Corks, 4,965 bales, containing		White wine, 75 quarter casks..	\$824 87
104,131,690.....	\$119, 734 72	Corkwood, 94 bundles.....	808 42
Catalan wines, 10 pipes, 422 $\frac{3}{4}$,		Hazelnuts, 84 bags.....	592 00
462 $\frac{1}{2}$, 935 barrels.....	24, 834 20	Brandy, 7 casks.....	380 00
Almonds, 1,087 bags 10 boxes	15, 069 32	Miscellaneous articles.....	315 90
Licorice root, 1,114 bundles..	2, 790 50	Olive oil, 2 pipes.....	295 00
Brier-wood, 182 bags.....	2, 242 17		
Licorice paste, 53 boxes.....	1, 235 85	Total	170, 346 95
Alcohol, 80 barrels.....	1, 224 00		

The number of vessels arrived at the port of Barcelona from the different ports of the United States during the year ended September 30, 1867, is 70, of which only 7 are American vessels. The American vessels arrived at the port of Tarragona during said period are 5. * * * * * *

JANUARY, 14, 1868.

The department was duly informed by this consulate of the royal decree of the 22d of August last, authorizing the introduction of foreign wheat and flour into certain portions of Spain, for the period of four months from date; also of the royal decree of the 25th of October last, extending the time authorizing the introduction of foreign wheat and flour to June 30, 1868, and throughout the whole of Spain. The duties established were, viz: On wheat, under Spanish flag, 5 cents of Escudo per hectolitre; under foreign flag, 40 cents of Escudo per hectolitre. On flour, under Spanish flag, 10 cents of Escudo per 100 kilograms; under foreign flag, 80 cents of Escudo per 100 kilograms.

I have now the honor to inform you that, by royal decree of the 11th instant, the authorization for the introduction of foreign wheat and flour, as per decree of the 25th October last, is amplified so as to include all kinds of grain, cerealia or alimentary seeds, and the flour thereof; and the duty to be paid thereon is one-half of that paid on wheat and flour, which remains unchanged, as above.

I have the honor to inform you that by royal decree of the 1st instant, the oppressive and ruinous quarantine restrictions of Spain have been modified to some extent, but, unfortunately, as well as unjustly, the arrivals from the United States are not included therein.

The three articles of the decree are as follows, viz :

1. From the date of the publication of this royal order in the Gazette, all arrivals from the following places shall be declared clean, and shall be admitted to pratique, viz: from the empire of Morocco, Melilla, Peñon de la Gomera, Allencemas, Canary Islands, Ceuta, Gibraltar, Hamburg, Bremen, Denmark, and the Pontifical States.

2. Shall be subjected to three days' inspection all arrivals as follows, viz: from France, with the exception of Algiers; from England, Smyrna and Salonica, Sweden, Norway, Austria, the Adriatic, Russia, Belgium, Netherlands, Italy, with the exception of Sicily and Calabria.

3. Shall continue to be considered infected until the improvement of the present sanitary condition, all arrivals from Sicily and Calabria, Greece, Algiers, kingdom of Tunis, Turkey, Fernando Po, Prussia, *and all America*.

The government of the United States can best judge whether the sanitary condition of the ports of Portland, Boston, New York, Philadelphia, Baltimore, &c., is such as in the use of common-sense and fairness they should be considered as infected, and all arrivals therefrom treated as such.

The honorable Secretary of the Treasury, in his able report to Congress, recommends the repeal of the act of 1834, relating to our commercial relations with Spain, and I certainly agree with him therein; but I hope that concessions of any description will not be made to Spain without obtaining in return some stipulation in regard to quarantines.

CADIZ—R. F. FARRELL, *Consul*.

Annual report from the consular district of Cadiz during the year 1867.

Nothing of special commercial importance occurred during the past year.

There were 168 invoices legalized, which represented \$209,142 17, American gold coin.

The stave market has been very active during the year, owing to the many arrivals with staves from the United States. The price for heavy pipe was \$200 per thousand, of 1,200 pieces, at the close of 1866. At present any quantity can be procured at \$140, and the prospects are that they will be obtainable next spring for from \$110 to \$125.

During the past three years the arrivals of American vessels were as follows : 1865, 24; 1866, 10; 1867, 41; six of the arrivals in the latter did not discharge any part of their cargo. Five of them put in to perform quarantine before proceeding to discharge; one in distress, which was repaired in the Spanish navy yard. During the year two of our war vessels visited this port, the Canandaigua, Captain Strong, and the Shamrock, Commander Hopkins.

The invoice value of the wine exported from this district during the past year, to the United States, amounted to \$164,796 51.

Notwithstanding the abolition of the grain duty in the ports south of the Tagus, none has arrived from the United States, and very little has been imported from any place. This may be owing to our almost isolated position and the great expense of transportation to the interior. Our merchants complain of the dearness of foreign wheat and flour, and decline to purchase to speculate.

We are at last in direct communication by rail with all the world. The time occupied in making a journey from here to Madrid is only 23 hours; to Paris, three days. Mails from the United States arrive very regularly; time from New York to Cadiz, 16 days average.

During the year travellers from all parts of the United States visit this province. Many of them have visited the consulate.

* * * * *

The new quay is being pushed forward to completion, but it will be at least two years before it is finished.

The so-called sour-wine trade is quiescent, having been peremptorily stopped. This traffic was the most profitable of any branch of business in this country, but I have broken it up, and as a matter of course I am cordially, unanimously, and profoundly hated by the high-toned and honorable gentlemen who were extremely indifferent to the laws of our customs.

American consuls have a difficult and unpleasant duty to perform in the matter of invoices. They must necessarily be the friends of the government or that of the merchants. The wine seized at Boston and New York is the subject of legal investigation before the United States courts at the said places. The decision is anxiously awaited.

The health of the city has not been good during the past summer. At least one-half of the inhabitants have been confined to their beds with a kind of fever, much like what is known in Georgia and the Carolinas as the "broken-bone fever." The Andalusians have named it "*trancazo*," i. e. blows on the person by a stick or any hard instrument. It is not contagious, and consists of violent pains in the vertebræ, copious perspirations, and loss of appetite. It lasts as a fever about nine days, but it is as many weeks before the patient is fully restored to health. Few have died from its effects.

I enclose a statement of wine shipped from this district to all parts of the world during the year.

The position of this port is a sufficient recommendation to have a naval sea-port here on a more extensive scale than during the war. While other nations extended to us the frigid courtesy of receiving wood and water, Spain permitted us the use of her mammoth warehouses in this port, where we had stored, during the war, over \$300,000 worth of public property. When any of the national vessels needed provisions, clothing, &c., they were furnished from these warehouses. In close proximity to the Mediterranean, a superior harbor, a fertile country on every side, the finest navy yard in Spain, in which there were docks of unrivalled construction, no point in Europe offers better advantages for a naval station; and certainly it would be much cheaper to have a clothing and provision depot here, than to have a transport following the squadron from the Grecian Isles to wharves of Stockholm.

Exchange is not safe to quote. The average on London is 50; on Paris, 5.18. There is none on New York.

The consular agent at Huelva sends the following resumé of the exports and imports for 1867 :

Statement showing the quantity of wine exported from the consular district of Cadiz to all parts of the world during the year 1867.

Countries.	Gallons.	Countries.	Gallons.
Great Britain*	6, 680, 894	United States—	
Russia	290, 032	New York	117, 907
Germany	156, 980	San Francisco	145, 337
France	137, 372	New Orleans	8, 667
Holland	66, 208	Boston	2, 475
Denmark	41, 656	Total in American gallons....	274, 386
South America	27, 849		
Mexico	54, 394		
British North America	12, 588		
Sweden	10, 125		
Portugal	8, 238		
Belgium	1, 620		
Total in British gallons....	7, 487, 956	Total British & Amer. galls ..	7, 762, 342

* Dependencies included, except British North America.

HUELVA—M. ZAGRA, Consular Agent.

Statement showing the description, quantity, and value of the imports at this port during the year 1867.

Pig iron from the United Kingdom, 2,250 tons ; value, duty paid, from \$28 to \$30 per ton.

Coal from the United Kingdom, 350 tons ; value, duty paid, \$7 50 to \$8 per ton.

Pine deals and logs from Sweden, 15 cargoes ; value, duty paid, deals from \$10 to \$12 per dozen ; logs from \$3 to \$3 50 per cubit. Also from the United Kingdom, the materials for the construction of two railways.

Small quantities of timber, beeswax, cattle, sheep, pigs, and limestone for building, from Portugal.

EXPORTS.

Copper, in bars, to the United Kingdom, 1,280 tons ; value, \$275 per ton, free of customs.

Sulphur and copper ore (pyrites) to the United Kingdom, 75,000 tons ; value, \$10 per ton, free of customs, for 2 per cent. of copper and 48 per cent. of sulphur, and \$3 50 per ton for each unit of copper above 2 per cent. ; average test, $1\frac{1}{2}$ to $4\frac{1}{2}$ per cent. copper, and 45 to 48 per cent. sulphur.

Peroxide of manganese, 38,500 tons ; 28,500 tons to the United Kingdom, 800 tons to France, 2,500 tons to Belgium, Germany, &c. ; value, free of customs, per ton, \$20 to \$25 for 70 per cent. of peroxide, and 60 cents per ton for every unit up or down ; test, from 65 to 80 per cent. of peroxide.

The imports of pig iron and coal continue decreasing in the same proportion as the making of the copper at the mines, on account of the very low price of this metal.

The export of pyrites has considerably increased, owing to the advance of price in the United Kingdom, and a greater consumption by the chemical manufacturers.

The export of manganese increased considerably during the first six months of the year, owing to the advance in price; but in the second-half of the year prices began to give way in England, and the export for the said period fell to less than the average quantity during the same time in previous years.

Two different railways are in construction by English companies: one from the river Odiel ($\frac{1}{2}$ mile higher up than the anchorage of vessels at Huelva) to the mines of Thaisis, a distance of some 22 miles; the other from the river Tinto, at a place near San Juan del Puerto, (opposite to Moguer,) passing by Trigueros and Valverde del Canimo to the mines Buitron in the direction of Rio Tinto, altogether a distance of about 26 miles. The works of the two railways are carried on with great activity, and the respective companies expect to be able to open the traffic on the lines before the end of 1868.

It is considered that the mines of Thaisis will export, once the railway in operation, from 150,000 to 200,000 tons per annum.

CORUNNA—A. G. FUERTES, *Consular Agent*.

* * * * *

A document denominated the pass for the castle of San Anton, and which was exacted from vessels of all nations on leaving the harbor, and which, added to a small payment of two reals, or about 10 cents, was an embarrassment, obliging masters of vessels either to heave their vessels to while they sent a boat to the castle with the pass, or else giving it to the pilot's boat crew to take it, and thereby affording a pretext to the pilots for abandoning vessels and not fulfilling their duties, was, at the request of the consular corps, abolished in a very courteous manner by his Excellency the captain general, and has been generally considered as a great boon to the mercantile community.

The tariff of pilotage at this port, according to royal order of October 7, 1863, is as follows:

PILOTAGE DUES.

	From 50 to 100 tons.	From 101 to 200 tons.	From 201 to 300 tons.	From 301 tons upward.
	Reals.	Reals.	Reals.	Reals.
From outside the shoals to anchorage ground	120	140	170	200
From light-house and Marola	90	110	140	170
From Cape Pradeira, or Leyo Blanco	60	70	85	100

For shifting berth in the port, 40 reals of vellon; and if done without a pilot or previous permission, a fine of 40 reals.

Steam vessels of 200 tons and upwards pay the same pilotage duties as those assigned to vessels of 101 to 200 tons. Every vessel of 80 tons burden and upwards is obliged to take a pilot on entering and leaving the harbor.

Since the 15th May last, this port has been qualified by order of the Spanish government as a port of observation, which means to say, a port where vessels coming from suspected ports may perform three days' quarantine, undergo fumigation, and having two health-guards put on board.

* * * * *

IMPORT AND EXPORT RETURNS OF LAST YEAR.

In the former, £30,000 required for payment of oxen purchased here for England were imported, having been bought in London in Spanish gold at weight, and paid at a rate varying from 74 to 76 9-10 per ounce, and even with the addition of insurance risk was a mercantile transaction preferable to bills, which could not be placed under more favorable conditions. In like manner, 1,052,630 francs having to be remitted to France, the remittance was made in specie, and not by bills.

At Corunna the general complaint is that a great falling off has occurred in business. Much may be attributed to the facts already cited, but there are other reasons which must not be lost sight of, and which have contributed not inconsiderably to the result. Corunna injured its interests by obtaining permission to increase the dues levied at this port, to contribute towards the expenses incurred by the construction of a new sea-wall and quays, while, on the other hand, the port of Ferrol obtained permission to be qualified as a port for the importation of foreign and colonial commerce.

The coast of Galicia is about three hundred miles long, being bound by the small principality of Asturias on the east, and Portugal on the west. Vigo, Corunna, Ferrol, and Ribadeo are the four principal ports belonging to Galicia. The first is situated on the frontier of Portugal; the second on the centre of the coast; the third is a naval station, and nine miles to the east of Corunna; and the last, almost on the coast of Asturias. At Corunna nearly all the foreign nations are represented by full consulates. The commander-in-chief, or captain general of Galicia and Asturias, resides in this city, and the naval commander at Ferrol.

Corunna is considered the safest and the most important port on the north-western coast of Spain, and as soon as her railway is finished, it will doubtless have all the business at present belonging to Bilbao and Santander, for they are considered very dangerous ports to navigation. Could I but hope that my observations would deserve the high honor to be taken in consideration, I should most respectfully recommend the enlargement of this consular district so as to include the coast of Asturias, as the annexed sketch shows that part of the country is but a continuation of Galicia, and its principal port, Gijon, is in very close proximity to Ribadeo, Ferrol, and Corunna.

Asturias has a population of about 75,000 inhabitants, and the port of Gijon 20,000.

The importations are pretty much of the same kind as those of the neighboring ports, *i. e.*, sugar, cocoa, tobacco, and timber.

The exportations are cattle, wheat, chestnuts, filberts, copper ore, and coals.

The importations for the year ended December last amounted to \$100,000, and the exportations to \$600,000.

Ferrol has a population of 16,000 souls, and exports annually for about \$250,000 in duck, canvas, crockery-ware, and fruits of various kinds.

The importations last year amounted to \$500,000 in the shape of spars and timber, sugar, cocoa, and other minor articles.

Agriculture.—The prices of the several sorts of corn and grain, and of potatoes and wine, during the four quarters of last year, ranged as follows :

Articles.	March.		June.		September.		December.	
	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>	<i>s.</i>	<i>d.</i>
Wheat, soft.....	63	4 to 69	2	63	4 to 69	2	55	5 to 63
Indian corn	24	4 to 29	9	24	4 to 29	9	21	3 to 27
Rye.....	32	6 to 40	7	32	6 to 40	7	32	1 to 40
Beans.....	40	0 to 50	0	40	0 to 50	0	40	0 to 50
Potatoes.....per ton..	101	0 to 119	5	101	0 to 119	5	101	0 to 119
Wine.....per bbl..	83	4 to 104	2	145	10 to 166	8	145	10 to 166

The very heavy and continued rains which prevailed during the last summer caused grain crops to be classed as barely average, both as regards quality and quantity. The great stagnation which prevailed in business generally, the want of money added to the absence of demands for exportation, caused a dullness in respect to these articles. Potato crops having been very bad, prices rose in consequence.

Public works.—In 1864 the Spanish government granted the concession for the construction of a railway from this town to Ponferrada, where it was to join the branch line from thence to Leon and Palencia, the latter section joining the Grand Northern Trunk at Valladolid.

The works, never as yet undertaken with great activity for want of funds, were completely stopped last year. It is now said that they are to be continued on a large scale. The town of Corunna obtained permission from the Spanish government to build a new sea-wall, embracing the whole length of the new town, doing away with the former quays, and ejecting the sea, the space thus created to be converted into building-grounds or public gardens. The sea-wall is completed, and the greater portion of what was beach is nearly filled up with earth.

* * * * *

Return of imports at the port of Corunna during the year ended December 31, 1866.

Description.	Foreign weights or measures.	From United States.		From Great Britain.		From France.		From Norway.		From South America.		From Spanish colonies.		Total value.
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
Ale	Hectolitres.		Reals.		Reals.		Reals.		Reals.		Reals.		Reals.	\$5,220 00
Bags—carpet	Unity	348	104,400	82	3,772	82	3,772							188 60
Travelling	do.	397	16,010	246	9,380	246	9,380							1,769 50
Beads, glass	Kilog's			126	1,360	126	1,360							63 00
Bell metal—worked	do.	180	3,600	69	1,380	69	1,380							249 00
Unwrought	do.			65,220	652,210	65,220	652,210							32,610 50
Books—not printed	do.	20	600	360	10,800	360	10,800							570 00
Printed	do.			886	19,440	886	19,440							972 00
Boxes—card board.	Dozen	20	240	140	1,960	140	1,960							110 00
Work	Unity			100	4,000	100	4,000							200 00
For sweetmeats	do.	442	4,420	13,140	131,400	13,140	131,400							6,791 00
Brandy, common	Liitres	6,779	20,337	3,683	15,049	3,683	15,049							53,403 80
Bricks, fire	Unity	1,200	937									688,460	1,032,690	46 85
Brushes—clothes	Dozen			160	9,600	160	9,600							480 00
Paint	Kilog's			244	640	244	640							32 00
Tooth	Dozen			254	5,080	254	5,080							254 00
Buttons—plain iron	Kilog's	288	5,760	1,190	23,800	1,190	23,800							1,478 00
Mother-of-pearl	do.			520	31,200	520	31,200							1,560 00
Caps, percussion	do.			246	11,562	246	11,562							578 10
Carpets	do.	14,434	43,020											2,131 00
Carriages	Unity			2	38,000	2	38,000							1,400 00
Cases, dressing	do.	19	950	85	5,100	85	5,100							302 50
Cheese—Dutch	Kilog's	4,660	40,212	5,752	51,768	5,752	51,768							4,599 00
Other kinds	do.	296	3,256	1,002	11,022	1,002	11,022							713 90
Chemical productions	do.	92,776	178,709	61,735	194,022	61,735	194,022							18,636 55
Cigar cases	Unity	60	240	6,090	24,360	6,090	24,360							1,230 00
Cinnamon	Kilog's	3,492	292,220											11,111 00
Clay—refracting	do.	20,650	41,900	61,750	123,500	61,750	123,500							8,270 00
Glazed	do.			249,000	249,000	249,000	249,000							12,450 00
Clocks	Unity			464	74,240	464	74,240							3,719 00
Clothes made	Kilog's	59	3,700	2,824	24,493	2,824	24,493							1,409 65
Coals	do.	3,233,790	406,891											20,344 55
Coroon	do.	75,900	705,870											81,694 40
Codfish	do.													46,486 00
Coffee	do.													18,160 00
Coke	do.	162,400	5,510											275 50
Copper—wrought	do.	166	1,660	180	1,800	180	1,800							173 00
Nails	do.	148	1,480	232	2,320	232	2,320							190 00
Cotton—spun	do.			146	4,820	146	4,820							211 00
Counterpanes	do.	618	24,720	15	600	15	600							1,266 00
Deals and planks	do.													7,615 00
Enemies	Mitre, cube													179 20
	Unity			224	3,584	224	3,584							

Essence of aniseed.....	Kilog's	342	20,250	1,012 50
Engines—team.....	Unit	1	40,000	13,100 00
Engines—other.....	do	51	46,600	2,892 50
Other kinds.....	Kilog's	126	5,000	250 00
Eyeballs.....	do	339	18,780	939 00
Felt.....	do	15	4,500	939 00
Flowers, artificial.....	Unit	14,446	69,690	225 00
Furniture.....	Kilog's	7,910	23,730	3,709 50
Fuller's earth.....	Litre	1,348	9,436	1,186 50
Gin.....	Dozen	2,300	13,800	866 95
Glass—looking.....	do	1,320	46,400	690 00
Pier.....	Kilog's	4,578	73,248	1,320 00
Flint.....	do	1,248	73,248	3,724 80
Common.....	Unit	96	188	739 80
Window panes.....	do	1,801	14,408	691 20
Glue, common.....	do	864	13,824	220 00
Gutta percha.....	do	920	4,600	328 00
Handles, umbrella.....	Dozen	176	3,520	79 20
Hats, felt.....	Unit	132	1,584	2,610 00
Henna, dressed.....	Kilog's	1,740	52,200	2,008 80
Hides, raw and dressed.....	do	5,022	40,176	307,518 00
Ink—writing.....	do	7,960	55,040	80 00
Printing.....	Unit	160	1,600	115 20
Instruments—barometer.....	do	384	2,304	670 00
Thermometer.....	do	129	12,900	124 00
Mathematical.....	do	124	2,480	22 60
Musical.....	do	113	452	500 00
Iron—bar.....	Kilog's	2	10,000	1,034 70
Wire.....	do	3,363	6,726	23,857 40
Pig.....	do	65,824	227,396	1,682 50
Patent kitcheners.....	do	1,161	.....	58 05
Sheet.....	do	3,086	4,130	392 10
Tubes.....	do	2,508	3,712	135 45
Hoop.....	do	22,130	47,700	2,438 30
Forged.....	do	434	976	2,499 30
Locks.....	do	1,416	14,160	7,476 00
Kitchen utensils.....	do	3,485	69,600	1,571 50
Nails.....	do	3,143	31,430	1,900 00
Screws.....	do	10,120	20,240	1,602 00
Cables or chains.....	do	2,136	32,040	2,935 30
Cast.....	do	14,676	58,704	6,456 30
Ironing irons.....	do	82,732	82,732	5,306 35
Spoons and forks.....	do	6,716	47,012	1,370 00
Knives, common.....	Dozen	1,000	26,400	1,663 20
Knives with metal handles.....	do	88	3,168	235 00
Lamps.....	Unit	50	2,500	647 75
Lampblack.....	Kilog's	271	4,065	115 40
Lanterns, tin.....	Unit	371	1,448	288 00
Latten wire.....	Kilog's	186	5,580	406 00
Sheet.....	do	360	3,320	2,448 00
Hardware.....	do	200	2,800	11,262 00
Gilt hardware.....	do	4,634	46,940	2,425 00
Tubes.....	do	5,319	139,570	500 00
	do	400	20,000	2,425 00
	do	68	10,000	500 00

Return of imports at the port of Corunna, &c.—Continued.

[illegible]

Return of American and foreign ships at the port of Corunna in the year 1866.

ENTERED.										CLEARED.									
Nationality of vessels.					In ballast.			Total.			In ballast.			Total.			Invoice value of cargo.		
					Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.			
United States.....					11	1,560	24	546,845	85	1,560	24	United States.....	1	870	13	870	13		
British.....					2	2,127	92	179,888	70	3,063	529	British.....	4	835	35	9,325	527		
Spanish.....					91	21,907	1,686	1,366,945	60	22,274	1,689	Spanish.....	3	832	36	7,860	532		
Norwegian.....					3	730	31	54,101	00	730	31	Norwegian.....	3	730	31	730	31		
French.....					5	966	77	23,048	25	966	77	French.....	3	388	121	5	966		
Bremen.....					1	842	20	291,090	20	842	20	Bremen.....	1	842	20	840	20		
Totals.....					113	28,132	1,930	2,451,899	60	35,435	2,380	Totals.....	15	4,537	156	20,593	1,200		
																653,655	40		

Return of exports at the port of Corunna during the year ended December 31, 1866.

Description.	To Great Britain.		To France.		To South America.		To Spanish colonies.		Quantities.		Values.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Foreign weights or measures.	American weights or measures.	Foreign money.	American money.
Baskets, woodendozen.							449	\$5,388	449 dozen	449 dozen	Reals, 5,388	\$269 40
Beanskilograms.							33,120	33,120	33,120 kilograms.	32 12 78	33,120	1,656 00
Biscuitsdo.							57,880	115,760	59,680do.	58 15 107	119,360	5,908 00
Chocolatedo.							61,900	670,900	106,120do.	104 11 13	1,157,320	57,866 00
Figures, claydo.	10,000	\$30,000							10,000do.	9 17 4	30,000	1,500 00
Fish, salteddo.							53,710	53,710	59,780do.	58 17 103	59,780	2,989 00
Flourdo.							443,380	886,760	443,380do.	436 16 61	886,760	44,338 00
Garlicdo.									5,600do.	5 10 37	5,600	280 00
Hamsdo.							14,840	89,040	14,840do.	14 12 45	89,040	4,432 00
Maizedo.							94,410	47,205	94,410do.	93 — 33	47,205	2,360 25
Meats, preserveddo.							38,320	306,560	51,050do.	50 5 102	408,408	20,420 40
Meats, salteddo.							98,441	196,882	107,595do.	106 — 11	213,190	10,759 50
Nutsdo.									2,350do.	2 6 34	2,350	117 50
Oil, olivedo.									8,000do.	7 17 70	32,000	1,600 00
Olivesdo.									4,300do.	4 4 81	8,600	430 00
Onionsdo.							223,600	111,800	223,600do.	220 5 102	111,800	5,590 00
Ore, copperdo.	860,701	69,117						860,701	860,701do.	847 19 69	3,453,85	
Oxenhead.	4,198	5,519,420						4,198	4,198 head	4,198 head	5,519,420	275,971 00
Peppers, preservedkilograms.							5,900	14,250	5,900 kilograms	5 16 28	14,250	712 00
Pigs, chickdo.							4,440	13,320	4,440do.	4 7 54	13,320	666 00
Potatoesdo.							91,800	45,900	91,800do.	90 8 96	45,900	2,295 00
Raisins, Malagado.							4,800	9,600	4,800do.	4 14 64	9,600	480 00
Specie5-franc piece.							210,556	\$3,999,994	5-franc piece	2 — 18 101	3,999,994	199,999 70
Tinkilograms.	2,990	10,000							2,990 kilograms	2,990 kilograms	10,000	500 00
Wine, commondo.							67,600	125,300	72,534 litres	15,955 imp. galls.	134,417	6,730 85
Wine, superiordo.							11,293	45,172	11,293 litres	2,464do.	45,172	2,158 60
Totals		5,628,537		3,999,994		858,688		2,585,892			13,073,111	653,635 53

N. B.—Exchange at par, or 5 dollars equal 100 reals vellon. The value of exports is calculated at market prices.

Return of foreign shipping engaged in the direct and indirect trade at the port of Corunna during the year 1866.

ENTERED.

Nationality of vessels.	Direct trade.		Indirect trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	11	2, 127	.....	.....	11	2, 127
Spanish	93	22, 274	.....	.....	93	22, 274
Norwegian	3	730	.....	.....	3	730
French	3	397	2	569	3	966
Bremen	1	842	.....	.....	1	842
Totals.....	111	26, 370	2	569	113	26, 939

CLEARED.

Nationality of vessels.	Direct trade.		Indirect trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	76	9, 325	.....	.....	76	9, 325
Spanish	34	7, 860	.....	.....	34	7, 860
Norwegian	3	730	.....	.....	3	730
French	3	388	2	578	5	966
Bremen	1	842	.....	.....	1	842
Totals.....	117	19, 145	2	578	119	19, 723

Return of shipping of each nation employed in the coasting trade at the port of Corunna during the year 1866.

Nationality of vessels.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Spanish.....	645	54, 196	7, 010	613	48, 126	6, 417

The coasting trade is prohibited to all foreign vessels, except for the conveyance of Asturian coal, of which there has been no case this year.

Return of American and foreign ships at the port of Corunna during the first half of the year 1867.

ENTERED.

Nationality of vessels.	With cargoes.			In ballast.			Total.			Value of cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
United States of America.....	1	180	9	.....	.....	.....	1	180	9	\$3, 500 00
British	11	2, 068	98	67	5, 933	409	78	8, 001	507	9, 157 00
Spanish	32	11, 432	907	5	972	35	37	12, 404	942	711, 820 00
French	2	166	26	.....	.....	.....	2	166	26	18, 711 00
Totals.....	46	13, 846	1, 040	72	6, 905	444	118	20, 751	1, 484	743, 188 60

CLEARED.

United States of America	1	180	9	.....	.....	.....	1	180	9	.....
British	76	7, 651	488	2	350	19	73	8, 001	507	\$166, 572 00
Spanish	27	5, 626	324	1	179	14	28	5, 805	338	21, 650 00
French	1	70	11	1	96	15	2	166	26	227 00
Totals.....	105	13, 527	832	4	625	48	109	14, 152	880	188, 449 00

Return of foreign shipping engaged in the direct and indirect trade in the first half of the year 1867.

Nationality of vessels.	Entered.						Cleared.					
	Direct trade.		Indirect trade.		Total.		Direct trade.		Indirect trade.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British.....	78	8,001	.....	.....	78	8,001	78	8,001	.....	.....	78	8,001
Spanish.....	37	12,404	.....	.....	37	12,404	28	5,805	.....	.....	28	5,805
French.....	1	70	1	96	2	166	2	166	.....	.....	2	166
Totals.....	116	20,475	1	96	117	20,571	108	13,972	.....	.....	108	13,972

Return of shipping of each nation employed in the coasting trade during the first half of the year 1867.

Nationality of vessels.	Entered.			Cleared.		
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Spanish.....	426	29,424	2,982	412	28,767	2,809

Return of the prices of corn and grain during the quarter ended June 30, 1867.

Description.	Foreign measures.	Prices.		American measures.	Prices.	
		Lowest.	Highest.		Lowest.	Highest.
		<i>Reals.</i>	<i>Reals.</i>			
Wheat, soft.....	Ferrado.....	16	18.25	Imperial gallon....	\$15 00	\$18 00
Indian corn.....	do.....	11	12	do.....	7 00	8 00
Rye.....	do.....	8	10	do.....	8 00	10 00
Beans.....	do.....	17	19.50	do.....	10 50	12 00
Potatoes.....	Quintal.....	11	16	Ton.....	13 00	19 00
Wine, common.....	Pipe.....	52	76	Barrel, of 126 galls.	27 00	42 00

Exchange 19 reales 50 cents per dollar.

SEVILLE—J. CUNNINGHAM, *Consul*.

DECEMBER 31, 1867.

Statement showing the description, quantity, and value of exports from this port, produced here, to the United States for the several quarters of the year ended September 30, 1867, (compiled from consular returns.)

Description.	Quantity.	Value including costs and charges.
Corks and corkwood.....	1,108 bales.....	\$19,309 01
Licorice paste.....	525 cases.....	21,898 19
Wine.....	6 half-pipes.....	154 00
Olives.....	28 pipes, 66 barrels, and 50 kegs.....	1,338 15
Total for quarter ended December 31, 1866.....		42,699 35
Total for quarter ended March 31, 1867.....		49,846 98
Total for quarter ended June 30, 1867.....		56,187 08
Total for quarter ended September 30, 1867.....		22,558 51
Total.....		171,291 92

VALENCIA—J. B. ANDREWS, *Consul*.

Statement showing the description, quantity, and value of the imports at Valencia during the quarter ended June 30, 1867, and where produced.

Description.	Quantity.		Where produced.	Value, including costs and charges.	
Guano.....kilograms..		14,241,186	Chincha Islands		\$689,368 00
Coal.....do.....	2,219,695		Newcastle.....	\$171,722 00	
Do.....do.....	788,497		Cardiff.....	73,607 50	
		3,008,192			245,329 50
Sugar.....		774,221	Havana.....		190,636 50
Yarn.....		287,128	Liverpool.....		75,356 00
Glass.....	1,770		do.....	36,960 00	
Do.....	12,569		Marseilles.....	3,691 50	
		14,339			40,651 50
Wood.....metres..	1,362		Norway.....	37,720 50	
Do.....cubic metres..	141		Fernandur.....	2,100 00	
		1,503			30,820 50
Woollen goods.....kilograms..		9,981	Marseilles.....		40,220 50
Cotton goods.....	20,978		Liverpool.....	68,290 50	
Do.....	2,298		Marseilles.....	13,212 50	
		23,276			81,503 00
Silk goods.....		1,369	Marseilles.....		25,805 00
Iron and wire-ware.....	333,319		Liverpool.....	15,315 50	
Do.....do.....	180,945		Newcastle.....	4,686 06	
Do.....do.....	11,284		Marseilles.....	2,709 50	
		525,548			22,711 00
Cocoa.....		40,542	Guayaquil.....		16,980 00
Codfish.....		53,398	Christiansand.....		10,630 00
Steel.....	26,159		Liverpool.....	6,729 00	
Do.....	9,313		Marseilles.....	1,804 50	
		35,472			8,533 50
Cinnamon.....		5,627	Ceylon.....		8,429 50
Petroleum.....		49,114	New York.....		7,411 00
Staves.....	33,000		do.....	330 00	
Do.....	32,000		Charleston, G. B.....	3,797 00	
		65,000			4,127 00
Millinery.....kilograms..		1,367	Marseilles.....		3,373 00
French jewelry.....		2,800	France.....		3,145 00
Sheet tin.....		12,786	Liverpool.....		2,073 00
Clothes.....		2,975	London.....		1,410 50
Raw cotton.....		2,570	Liverpool.....		1,140 00
Silk.....		6,847	Marseilles.....		39,944 00
Cotton, woollen, and mixed goods.....		6,569	Liverpool.....		19,922 00
Total value.....					1,577,520 00

BY COUNTRIES.

1. Peru, (guano islands).....	\$689,368 00	6. Ecuador.....	\$16,980 00
2. England.....	481,009 00	7. East Indies, (Ceylon).....	8,429 50
3. Cuba.....	190,636 50	8. United States.....	7,741 00
4. France.....	132,905 50		
5. Norway.....	50,450 50	Total.....	1,577,520 00

Statement showing the description, quantity, and value of the exports produced at Valencia during the quarter ended June 30, 1867, also the names of the countries where bound.

Description.	Quantity.		Where bound.	Value, including costs and charges.	
Rice	kilograms..	834, 319	Havana	\$83, 431 90	
Do	do.	320, 316	Matanzas	23, 031 50	
Do	do.	184	London	18 40	
		1, 084, 819			\$106, 481 80
Wine	litres..	590, 701	Havana	29, 535 05	
Do	do.	145, 200	Bahia	7, 260 00	
Do	do.	106, 480	Agde, (France)	5, 324 00	
Do	do.	83, 280	Pernambuco	4, 114 00	
Do	do.	48, 400	Buenos Ayres	2, 420 00	
Do	do.	27, 994	London	1, 400 20	
Do	do.	26, 634	Marseilles	1, 331 70	
Do	do.	8, 218	Oran	420 90	
Do	do.	2, 135	Liverpool	100 25	
Do	do.	100	Cette	5 00	
		1, 038, 142			51, 911 10
Oranges		5, 995, 000	London	29, 975 00	
Do		1, 084, 000	Liverpool	5, 420 00	
Do		150, 000	Cette	750 00	
Do		50, 000	Marseilles	250 00	
		7, 279, 000			36, 395 00
Saffron	kilograms..	2, 517	Marseilles	30, 204 00	
Do	do.	50	London	600 00	
		2, 567			30, 804 00
Silk		2, 312	Marseilles	18, 496 00	
Do		287	London	2, 296 00	
		2, 599			20, 792 00
Corn		475	Marseilles		16, 451 25
Aguardiente	litres..	67, 760	Oporto	10, 109 00	
Do	do.	7, 271	Havana	1, 817 75	
Do	do.	50	Cette	7 50	
		75, 081			11, 934 25
Olive oil		12, 085	Havana	3, 629 40	
Do		3, 372	London	580 80	
		15, 475			4, 210 20
Wool	kilogrs..	3, 712	Marseilles	1, 856 00	
Do	do.	2, 760	Cette	1, 380 00	
		6, 472			3, 236 00
Esparto	do.	115, 010	Cardiff		2, 875 25
Woollen rags		88, 384	Liverpool	2, 209 60	
Do		16, 744	Marseilles	418 60	
		105, 128			2, 628 20
Cigarette paper		4, 200	London		2, 100 00
Peanuts		76, 000	Marseilles	1, 900 00	
Do		1, 037	Oran	77 75	
Do		1, 242	Argel	31 05	
		78, 279			2, 008 80
Almonds		8, 879	Havana		1, 634 65
Licorice		16, 000	New York	890 00	
Do		4, 750	London	118 75	
		20, 750			1, 008 75
Flour		8, 900	Bahia	890 00	
Soap		5, 429	Havana	814 35	
Silk rags		423	Marseilles	338 40	
Algarobas		2, 300	New York	57 50	
Total					296, 571 50

BY COUNTRIES.

1. Cuba	\$143, 894 60	6. Buenos Ayres	\$2, 420 00
2. France	79, 242 15	7. United States	947 50
3. England	47, 694 25		
4. Brazil	12, 264 00		
5. Portugal	10, 109 00	Total	296, 571 50

REMARKS.—England throughout the war will hold a position before France, as she receives annually much more of the products of Valencia than France. The raisins and oranges sent in the season to England have an enormous value.

Statement showing the number, nationality, and tonnage of vessels cleared at the port of Valencia during the quarter ended June 30, 1867, together with the names of the countries of their destination and value of cargoes.

No.	Nationality.	Whence.	Value of cargo.		Tonnage.*	
43	Spanish	Marseilles	\$219,032 10		8,485	
12		Liverpool	189,402 50		3,730	
9		Oran	10,264 50		181	
8		Argel	6,396 00		178	
4		Havana	159,699 50		938	
3		London	7,688 00		878	
2		Argel			36	
1		Gibara, (Cuba)	176,183 00		99	
1		Charleston, G. B.	9,280 00		369	
1		Swansea	2,734 50		162	
1		Cette	397 50		27	
1		Canary Islands	20 00		191	
1		Marseilles			54	
				\$781,077 60		*15,328
87	American	Callao	536,971 50		5,406	
5	United States	New Orleans	6,408 00		462	
1				543,379 50		5,868
6	English	Swansea	25,811 50		2,275	
3		Cardiff	4,492 50		302	
1		Callao	109,284 50		1,252	
1		Newport, England	42,220 00		85	
1		Liverpool	14,059 50		112	
1		New York	11,151 00		156	
1		Newcastle	6,381 50		38	
				213,400 50		4,220
14	Italian	Callao	124,159 50		1,734	
3		New Orleans	6,300 00		305	
1				130,459 50		2,039
4	Swedish	Callao		103,330 50		1,013
2	Norwegian	Christiansand	8,205 00		454	
1		Fredericksted	10,410 00		135	
1		Newcastle	6,733 50		440	
				25,348 50		1,029
4	French	Newcastle	9,645 00		416	
2		Argel	309 00		48	
1		Agde, (France)	351 00		55	
1		Marseilles			62	
				10,305 00		581
5	Russian	Newcastle		3,500 00		314
1						
122		Total		1,810,801 10		29,044

*Spanish, 15,328; English, 13,980.

Statement showing the number, nationality, and tonnage of vessels cleared at the port of Valencia for foreign countries and the Spanish colonies during the quarter ended June 30, 1867, together with the names of the countries of their destination and value of cargoes.

No.	Nationality.	Where bound.	Value of cargo.		Tonnage.	
29	Spanish	Marseilles	\$66,426 80		6,112	
10		Cuba	127,423 50		1,748	
6		Oran			157	
5		do	1,046 85		90	
6		Argel, (Algiers)			179	
2		do	175 55		42	
5		London	1,489 00		1,361	
3		Liverpool	7,736 35		814	
3		do			635	
2		Cette	1,261 50		58	
1		Oporto	10,164 00		63	
1		Buenos Ayres	2,420 00		370	
1		Pernambuco	4,114 00		94	

Statement showing the number, nationality, tonnage of vessels, &c.—Cont'd.

No.	Nationality.	Where bound.	Value of cargo.		Tonnage.	
1		Gibraltar	40 00		18	
1		Marseilles			183	
				\$222, 297 55		11, 924
76	English	London	36, 514 65		8, 626	
21		New York	857 50		183	
2		Portsmouth			353	
2		London			528	
1		Trapani			98	
1		Gibraltar			99	
				37, 372 15		9, 887
28	United States	Cardiff	2, 500 00		1, 096	
1		Cagha			975	
1		Cagliari			949	
1		Leghorn			990	
1		Marseilles			599	
				2, 500 00		4, 609
5	French	Agde, (France)	5, 324 00		90	
2		Marseilles	1, 941 40		362	
2		Cette	1, 392 50		62	
1		Bahia	8, 150 00		113	
				16, 807 90		627
7	Italian	Odessa			585	
1		Genoa			522	
1		Constantinople			456	
						1, 563
3	Norwegian	Sicily			400	} 571
1		Trapani			171	
2	Total clearance 121. Total			278, 977 60		29, 181

Total imports..... \$1, 810, 801 10

Total exports..... 278, 977 60

Excess of imports..... 1, 531, 823 50

REMARKS.—The great disparity arises from the fact that this quarter is that of the last export, the season of the crops not having arrived. Those of the greatest export are the two winter quarters.

Spanish statistics are not as accurate as those of some other nations; but I have thought that these, the best accessible, would be acceptable, notwithstanding some discrepancies apparent on their face. I think that for the purpose of comparison they are sufficiently accurate.

Port charges at the port of Valencia.

For a vessel of 1,400 tons.		For a vessel of 250 tons.	
Description.	Amount.	Description.	Amount.
Pilotage dues	\$20 00	Pilotage dues	\$10 00
Moorage dues	12 00	Moorage dues	10 00
Light and sanitary dues	187 25	Light and sanitary dues	46 95
Navigation dues	286 00	Navigation dues	23 55
Food dues	5 25	Food dues	1 40
Total	510 50	Total	91 90

These charges will be found about the average, sometimes a little higher or lower. For vessels of intermediate tonnage a proportionate estimate may easily be made.

Merchandise whose importation is prohibited in the province of Valencia.

1. Arms and implements of war.
2. Boots and shoes, except of travellers for personal use.
3. Hydrographic maps, published by Spanish government and republished abroad.
4. Maps and plans of Spanish authors whose rights still exist, republished abroad.
5. Ships, measuring less than 368 tons of a 1,000 kilograms to the ton.

6. Grain, flour, ship-biscuit, bread, and pastes for soup.
7. Military flags and insignia.
8. Books in the Spanish language violating the rights of authors.
9. Devotional books in the Spanish language.
10. Pictures, figures, or any object offending morality, or ridiculing the Catholic religion.
11. Drugs not specifically mentioned in the royal order on that subject.
12. Ready-made clothing, except of travellers, for personal use.
13. Salt.
14. Leaf tobacco.
15. Cotton yarn and thread to No. 59 inclusive, (English measurement.)
16. All textures to same number.
17. Handkerchiefs, white, stamped, or colored, to 19 threads inclusive.
18. Scotch muslins or cambrics to 14 threads inclusive.
19. Calico lustering, or other stuff for artificial flowers, to 19 threads inclusive.
20. Heavy clothes having more than seven-eighths cotton.
21. Textures of hemp, wool, linen, or silk, more than one-third cotton, to 19 threads inclusive.
22. Textures of cotton mixed with hemp, wool, linen, or silk, more than seven-eighths cotton, to 19 threads inclusive.
23. Cotton lace, the cotton being in weight more than 50 per cent.
24. Textures, as for stockings, undershirts.

Applying to all Spain, no special restrictions as to the province of Valencia.

Merchandise which may be imported free of duty within the province of Valencia.

1. Mineral water.
2. Trees and vines for planting.
3. Honeycomb.
4. Broom grass.
5. Lime.
6. Coral, caught by Spaniards, and coming direct from fisheries under their flag.
7. Statuary and painting by Spanish artists in other countries.
8. Spermaceti of the whale, crude.
9. Herbariums of scientific character.
10. Minerals for studying purposes.
11. Copper, gold, and silver ore.
12. Models in small pieces, of steel, pasteboard, wood, metal of any kind, or plaster.
13. Samples of fabrics, only valuable as such.
14. Works of art, bought by the government, academies, or other corporations, destined for museums or studios.
15. Gold, silver, or platina, in old jewelry, bars, money, pieces, or dust, also such as was worked in the kingdom.
16. Pearls and precious stones, worked or unworked.
17. Rosaries, and devotional objects from holy places.
18. Fresh fish caught by Spaniards, caught in Spanish waters.
19. Fresh sardines caught by Spaniards, coming in Spanish vessels, and not having touched in Portugal.
20. Silk in the cocoon and the seed.
21. Wines of the country returned unsaleable under Spanish flag.
22. Whiting, black lead, and plaster of Paris.

Applying equally to all Spain, no special privileges enjoyed by the province of Valencia.

Exportation is entirely free from duty, with the following exceptions, in the province of Valencia :

EXCEPTION FIRST.

Export of the following articles is forbidden :

- Cork in cakes, from the province Gerona.
- Bark of the cork oak and other trees, used in tannery.
- Rags and old clothes, in cotton, hemp, or linen.

EXCEPTION SECOND.

Exports of the following pay the duties stated :

Articles.	Spanish flag.	Other flag.	Rate.
Antimony or sulphuret of lead not argentiferous..	\$0 34	\$0 41	100 kg.
Litharge with less than one ounce of silver, per quintal	69	82	100 kg.
Copper not entirely refined	57	73	100 kg.
Silk in the cocoon	5 76	6 91	100 kg.
Timber for ship-building	5	8	per cent.

Copy of invoice book for quarter ended June 30, 1867.

Date.	Where bound.	Cargo.	Where produced.	Value.	No. of certificate.
1867. June 1	New York.....	Licorice paste and locust beans.	Valencia ..	\$56 07	2

Statement showing the nationality, number, and tonnage of vessels entered at Valencia from foreign ports and colonies, also the value of their cargoes, and the ports from whence arrived.

No.	Total.	Nationality.	From whence.	Value of cargo.	Total.	Tonnage.	Total.
41	Spanish	Marseilles	\$196,642 80	.....	8,346	.....
24	do.	Algiers	11,829 50	.....	540	.....
13	do.	Liverpool	125,386 60	.....	4,557	.....
10	do.	Oran	6,892 00	.....	288	.....
5	do.	London	30,390 00	.....	1,165	.....
4	do.	Tunis	1,160 00	.....	105	.....
1	do.	Havana	85,910 00	.....	259	.....
2	do.	Newcastle	1,495 00	.....	356	.....
1	do.	Matanzas	41,812 50	.....	108	.....
1	do.	Christiansand	18,304 00	.....	45	.....
1	do.	Castel-a-Mare	4,650 75	.....	71	.....
1	do.	Gibraltar	1,116 00	.....	14	.....
1	do.	Philippeville, Algiers ..	651 50	.....	41	.....
1	do.	Centa	161 50	.....	18	.....
1	do.	Liverpool	Ballast	.....	239	.....
1	do.	Lisbon	do	.....	55	.....
	109			do	\$526,452 15		16,207
12	English	Swansea	28,538 00	.....	3,608	.....
2	do.	Callao	134,389 00	.....	2,110	.....
2	do.	Newcastle	3,612 50	.....	692	.....
1	do.	Cardiff	825 00	.....	78	.....
	17				167,364 50		6,488
6	French	Agde	990 00	.....	336	.....
1	do.	Oran	896 50	.....	67	.....
2	do.	Marseilles .....	.....	.....	203	.....
	9				1,886 50		606
4	American	Callao	276,825 50	.....	4,624	.....
2	do.	New Orleans	2,000 00	.....	719	.....
	6				278,825 50		6,343
1	Oldenburg	Bremen	48,125 00	.....	195	.....
1	Norwegian	Christiansand	29,011 00	.....	450	.....
1	Russian	Swansea	7,356 00	.....	433	.....
	3						
	144				1,059,020 65		29,732

Comparative statement showing the value of products imported from different countries.

1. Peru	\$411,214 50	6. Norway.....	\$47,315 00
2. France	219,062 30	7. Italy	4,650 75
3. England	198,769 10	8. United States.....	2,000 00
4. Cuba	127,884 00		
5. Oldenburg	48,125 00	Total	1,059,020 65

AUGUST 14, 1867.

I have the honor of forwarding to the department herewith a series of tables showing the commerce of this port during the quarter ended June 30, 1867. I am under obligations to the administrator of customs at this port for his courtesy in furnishing me with the necessary material. So little comparative importance is attached to statistics in this country, that this service, apparently so small, has involved considerable labor and expense.

Table No. 1 shows the imports during the quarter; and it will be observed that the United States leads all other nations, Spain itself only excepted, in the value of cargoes. Were the carrying trade of Cuba free, doubtless our vessels would bring the greater part of the imports. The proportion of products from the United States brought hither is, however, quite small, both countries being eminently agricultural, and Spain not finding with us the same cheap fabrics for exchange which are furnished by England and France.

It will be noticed that the principal imports from us consist of petroleum, staves, and tobacco. The latter being a government monopoly the amount and value of the importation is not easily obtained; but I have hopes of having the information somewhat later from Madrid, where alone it can be found. As regards petroleum and staves, I believe that with a little exertion on the part of our merchants a larger importation might be inaugurated with profit. The articles arrive in great part indirectly via Marseilles or Barcelona. The objection used against a direct trade appears to be an alleged want of a return cargo. But if vessels were to come in the month of December or January with cargoes of staves and petroleum, a cargo for vessels of moderate size, say 400 or 500 tons, might be made up of raisins and oranges. The oranges are of a quality without superior, and the raisins of this province—from Douro—are cheaper, and in England more used and valued for cooking purposes than those of Malaga, which latter are most general in the United States. There is another large product of this part of Spain which is daily becoming more appreciated, and to which attention has not perhaps been sufficiently directed at home. I refer to the Esparto grass. It is produced a little further south, near Alicante, and to some extent in this immediate neighborhood. It makes an excellent matting for floors, but what is far more important it is now extensively used in England in making printing paper. I am told that it enters largely into the composition of that on which many of the English dailies are printed. It ripens at about this season, and is very cheap. The ground-nut and olive oil might also probably be advantageously imported to our country. The former is very cheap, and is exported to a great extent to France, where much oil is made from it, and sold as olive oil. I must not omit to mention two articles of import now coming from Norway which possibly we might also bring—codfish and lumber.

Table No. 2 refers to exportations, in which it will be noticed how greatly the agricultural element predominates. None of the wine goes to us, as its flavor does not seem to be relished. The little that goes to our country of all these exports was taken in English vessels because our vessels at this port are of too great a tonnage.

Table No. 3 shows the arrivals of vessels at this port, their tonnage, and value of cargo. The summary shows the total value of importations during the

past quarter. It will be noticed how far the tonnage of American vessels exceed, that of all excepting those of the Spaniards themselves.

Table No. 4 shows the vessels cleared. As a rule our vessels go out in ballast, being too large for the export trade of the port. Some few go to other ports in Spain, but more generally to other countries on the Mediterranean, or to Holland.

I send also a memorandum showing the port charges, and also a list of the articles whose import and export are forbidden in whole or in part.

I think there is reason to congratulate ourselves on the extensive commerce into this port conducted in our vessels. At home it probably escapes notice to some extent, because carried on in vessels which sail on "long voyages," often three and four years, and are rarely heard of in our ports, and, perhaps, also owing to the fact that returns from this port have in former years been somewhat meagre, if not altogether wanting. But since my arrival in October last, cargoes have arrived to upwards of \$2,000,000. Our country is so situated as to command naturally the carrying trade of this province, and to a great extent of Spain, for with our fine commercial marine, we can most conveniently reach the Guano islands and the Island of Cuba, whence come the most valuable imports of this province and Spain. Should the Spanish ever be induced to remove the preferential duties which, without exception, are made in favor of Spanish vessels, the carrying trade of Cuba seems destined to fall into our hands.

The grain crops of Spain are this year very poor, and it is said that much suffering will ensue. A worm has attacked the rice, and causes great injury. The olive crop, always precarious, is an entire failure. The journals, in fact, declare the season to be a very unfortunate one. The times are very hard. What capital the farmers and proprietors had, has been dissipated in railway and bank speculations, and there is no reserve capital. As some compensation the raisin crop is said to be very good, and, notwithstanding some rumors to the contrary—started to raise prices probably—the orange yield will also probably be good. The works of the port, now nearly complete, are still being pushed with much vigor. As an artificial port it has few equals. Vessels not drawing more than 17 feet enter with facility, others are obliged to unload partially outside.

Among some other statistics which I have collected, I may subsequently find some that may be interesting to the department, but many are such as might not be of sufficient service to be worth the sending. As, for instance, some relating to education in the province. I have also endeavored to supply a deficiency in agricultural statistics, which I have observed to exist, but nothing as yet has been done in Spain in this direction. Spain is very backward in this respect, but is now moving a little.

Statement showing the nationality, number, and tonnage of vessels cleared from Valencia for foreign and colonial ports; also their destination and value of cargo during the quarter ended September 30, 1867.

No.	Total.	Nationality.	Destination.	Value of cargo.	Total.	Tonnage.	Total.
33	Spanish	Marseilles	\$104,309 60	.....	6,387	.....
14	do.	Algiers	1,435 24	.....	348	.....
10	do.	Oran	1,515 33	.....	234	.....
9	do.	Liverpool	3,061 10	.....	2,059	.....
4	do.	Havana	71,172 65	.....	921	.....
3	do.	London	435 60	.....	843	.....
2	do.	Oporto	7,502 00	.....	75	.....
1	do.	Montevideo	3,102 50	.....	155	.....
2	do.	Tunis	167 87	.....	56	.....
1	do.	Philippeville, Algiers.	1,428 70	.....	45	.....
1	do.	Buenos Ayres	10,428 00	.....	249	.....
1	do.	New York	65 00	.....	180	.....
	81				\$204,623 59		10,396 8-10
4	English	London	5,472 00	.....	1,802	.....
2	do.	Cardiff .....		.....	2,396	.....
1	do.	Patras, Greece .....		.....	372	.....
1	do.	Constantinople .....		.....	295	.....
1	do.	Galatz .....		.....	128	.....
1	do.	Portsmouth .....		.....	104	.....
	10				5,472 00		5,097
6	French	Agde	17,245 00	.....	386	.....
2	do.	Marseilles	3,096 40	.....	102	.....
	8				20,341 40		488
1	United States	Cardiff .....		.....	1,184	.....
1	do.	Trapani .....		.....	1,142	.....
	2						2,326
1	Prussian	Montevideo		4,618 20	46	169
1	Swedish	Cardiff		230 00		1,013
1	Russian	Trieste				433
	3						
	104				235,285 19		19,922 8-10

Table showing the comparative importance of exports.

France	\$129,198 14
Cuba	71,172 65
South America	18,148 70
England	9,198 70
Portugal	7,02 00
United States	65 00
Total	235,285 19

Leaf tobacco consumed in the government manufactory at Valencia during the quarter ended September 30, 1867.

Class.	Weight in lbs., Spanish.	Value per quintal, Spanish.	Value.
Havana Vuclta Abajo	769.08	\$25 50	\$19,611 54
Havana Vuclta Arriba	3,307.30	18 00	59,531 40
Virginia and Kentucky	9,224.17	8 75	80,711 48
Philippine Islands	7,015.66	14 15	99,271 58
Grand total			259,126 00

NOTE.—The Spanish quintal is composed of 100 pounds and is equal to 101.53 pounds avoirdupois..

SEPTEMBER 30, 1867.

Comparative table of the quantity of Peruvian guano used by different countries.

Country.	Annual consumption.
	<i>Tons.</i>
Spain.....	28,000
England and her colonies.....	120,000
France.....	80,000
Belgium.....	50,000
United States (before the war).....	40,000
Germany.....	38,000
Italy.....	14,000
Total.....	370,000

NOTE.—Of the 28,000 tons taken by Spain, 20,000 is used in the province of Valencia.

Statement showing the principal exports from the port of Valencia during the quarter ended September 30, 1867.

Description.	Destination.	Quantity.		Value.	
Rice.....kilograms.	Havana.....	530,500	.....	\$53,050 00	.....
Do.....do.....	Philippeville.....	1,840	.....	138 00	.....
Do.....do.....	Agde.....	1,380	.....	184 00	.....
			533,730		\$53,372 00
Wine.....litres.	Agde.....	341,220	.....	17,061 00	.....
Do.....do.....	Havana.....	290,400	.....	14,520 00	.....
Do.....do.....	Buenos Ayres.....	193,600	.....	9,680 00	.....
Do.....do.....	Montevideo.....	135,520	.....	6,776 00	.....
Do.....do.....	Marseilles.....	60,420	.....	3,021 00	.....
Do.....do.....	Oran.....	16,124	.....	806 00	.....
Do.....do.....	Oporto.....	150,040	.....	7,002 00	.....
			1,187,324		58,866 00
Silk yarn.....kilograms.	Marseilles.....	4,572	.....	36,576 00	.....
Specie.....do.....	do.....	473	.....	14,609 50	.....
Saffron.....do.....	do.....	810	.....	11,046 00	.....
Do.....do.....	London.....	218	.....	2,616 00	.....
			1,028		13,662 00
Silk waste.....do.....	Marseilles.....	16,959	.....	13,568 70	.....
Wool.....do.....	do.....	19,927	.....	11,113 50	.....
Raisins.....do.....	do.....	47,050	.....	.....	.....
Do.....do.....	Liverpool.....	20,182	.....	.....	.....
Do.....do.....	London.....	16,875	.....	.....	.....
			84,107		.....
Silk cocoons.....do.....	Marseilles.....	3,023	.....	6,046 00	.....
Tallow.....do.....	do.....	24,590	.....	4,918 00	.....
Tiles.....units.....	Oran.....	21,000	.....	675 00	.....
Do.....do.....	Havana.....	15,000	.....	375 00	.....
			3,600		1,050 00
Anise seed.....kilograms.	Havana.....	1,895	.....	947 50	.....
Almonds.....do.....	Havana and Marseilles.....	6,281	.....	1,426 10	.....
Esparto, manufactured.....do.....	Marseilles.....	1,300	.....	325 00	.....
Esparto, unmanufact'd.....do.....	Cardiff.....	9,200	.....	210 00	.....
Olive oil.....litres.....	Buenos Ayres.....	2,300	.....	345 00	.....
Do.....do.....	Montevideo.....	1,200	.....	180 00	.....
			3,500		525 00
Total.....					217,215 30

Statement showing the principal imports at the port of Valencia during the quarter ended September 30, 1867.

Description.	From whence.	Quantity.	Kilograms.	Value.
Guano	Callao .....	.....	6,006,077	\$411,214 50
Sugar	Havana .....	.....	412,941	105,930 00
Yarn	Liverpool .....	.....	235,632	64,796 50
Woollen goods	do .....	.....	11,140,600	49,411 50
Cotton goods	do	11,261,500	.....	.....
Do	Marseilles	2,940,900	.....	.....
.....	.....	.....	14,202,400	26,843 50
Silk goods	Marseilles	804,400	804,400	10,334 50
Silk goods, mixed	do	1,519	1,519	2,406 50
Silk yarn	do	6,059	6,057	38,977 00
Coal	Cardiff	1,947,188	370	.....
Do	Swansea	1,249,178	.....	.....
Do	Newcastle	603,139	.....	.....
.....	.....	.....	3,799,505	33,933 50
Ironware	Marseilles	33,429	.....	.....
Do	Liverpool	86,961	.....	.....
.....	.....	.....	120,390	14,340 00
Glass	Marseilles .....	.....	11,247	7,478 00
Cinnamon	Ceylon	3,338,600	.....	.....
Do	China	1,899,000	.....	.....
.....	.....	.....	5,237 600	9,765 00
Tin	Liverpool .....	.....	13,902	2,864 50
Staves	New Orleans	56,400	.....	.....
Do	Gibraltar	50,000	.....	.....
.....	.....	.....	*106,409	2,750 00
Millinery	Marseilles .....	.....	962,600	2,236 00
Cloves	Asia .....	.....	2,950	1,680 00
Petroleum	Marseilles .....	.....	22,816	1,577 00
French ornaments	do .....	.....	1,461	1,288 00
Wood	Fernandina	290	.....	.....
Do	Christiansand	904	.....	.....
.....	.....	.....	1,194	775 00
Steel	Marseilles .....	.....	2,975,500	654 50
Total .....	.....	.....	.....	789,255 50

* Units.

BILBAO.—LORENZO DAHL, *Consul*.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day, compiled from consular returns.

Description.	Quantity.	Value.
Wine, preserved food, and nuts	1,681 boxes, 204 pipes, 374 barrels, 119 quarter casks.	\$16,132 75
Total for quarter ended Dec. 31, '66. ....	.....	16,132 75

live stock and other property. The injury to the cane fields was also very considerable, the extent of which cannot at present be estimated.

The coffee crop, which was just ready to be housed, and which promised great abundance, has suffered immensely. I have no doubt that fully one-half of the entire crop has been lost. Rice, corn, plantains, and other ground provisions have been nearly all destroyed, the want of which will soon be sorely felt by the inhabitants of the interior. A day or two after the hurricane had passed over heavy rains set in, such as are very rarely seen. This prevented communications in the island, and everything appeared paralyzed, no work could be done on the estates, that stood in need of cleaning and repairing, and very little could be accomplished towards relieving the wretched condition of the interior of the country. This was the state of things on the 18th instant, when a series of earthquakes commenced in this island which have thrown the inhabitants into a complete state of consternation, so much so that this city, which is entirely built of brick, has been almost entirely abandoned by the population who have fled to the country for safety. The first and most severe shock was experienced here at a quarter before three o'clock p. m. These shocks, with more or less severity, have been repeated at short intervals, day and night, up to the present time of writing. Though none of the edifices in the city have been thrown down, a very considerable number are so much cracked and injured that they will likely have to be torn down for public safety. Considerable further injury has been done by the earthquakes on the sugar plantations, by throwing down their chimneys, and otherwise damaging their buildings and works.

The earth continues to tremble, and frequent strong vibrations are felt day and night, that keep the inhabitants in the greatest state of alarm. The shock at St. Thomas and St. Croix on the 18th was very severe, since which date we have had no intelligence from that island, nor have we any information from the Windward islands. We have later dates from Cuba and St. Domingo, and learn that the phenomenon was not felt in either of those islands. The government has made some reduction of importation duties on some of the principal articles of the first necessity, such as flour, corn-meal, jerked beef, white and pitch-pine lumber, to take place on the 1st December, in accordance with a public notice, copy enclosed. Some mistake made in stating that of corn-meal, which will be corrected. Foreign vessels are temporarily allowed to carry freight coastwise. A new captain general of Cuba is soon expected here; some measures for the relief of commerce and agriculture, that have suffered very materially, will, no doubt, be adopted. Whatever measures may be taken will be at once communicated to the department. As things settle down and are carefully estimated, I think it will be ascertained that the actual damage to the island will fall far short of the first reports, that appear to have been much exaggerated, though there is no doubt that the loss has been very severe, and the people sorely tried by these public calamities, from which it will take much time to recover.

DECEMBER 9, 1867.

I have the honor to inform the Department of State that I am detained at Havana on account of the cholera, which has caused every port on the island of Porto Rico to be shut upon vessels coming from Havana; however, I expect to proceed to San Juan on the 17th instant, and to be at my post of duty before the end of the month.

I beg to transmit herewith a resolution adopted by the superior government civil of the island of Porto Rico, allowing foreign vessels to take the whole or part of their inward cargoes to any port in the island, either open or not, to the

coasting trade. The above disposition will prove highly beneficial to our navigation and commerce with these islands.

I transmit also a resolution of the captain general of Porto Rico relative to a reduction in the tariff of import duties on certain provisions and materials of construction, to afford some relief to the injuries caused in the island by the hurricane and earthquakes. Proper translations are annexed to the above decrees.

General Julian Pavia, who has been appointed captain general of the island of Porto Rico, in lieu of General Marchesi, was expected there from Cadiz on the 15th instant. The new captain general is placed under the command of the captain general of the island of Cuba only as far as military affairs are concerned.

According to the latest reports received here, via Jamaica and Santiago de Cuba, the damages suffered at St. Thomas and Santa Cruz, though in fact considerable, yet have been greatly exaggerated at first. Neither the said reports, nor the letters I have received from Porto Rico up to the second instant, make any mention of the loss of the United States steamers Monongahela and De Soto.

TREASURY OFFICE OF THE INTENDENCY OF PORTO RICO,
San Juan, Porto Rico, November 22, 1867.

Considering the circumstances in which the island is situated, on account of the hurricane on the 29th of October last, and the repeated earthquakes felt since the 18th of November, with the view of affording some relief to the injuries suffered by the country, by giving facilities to purchase goods of a general and indispensable consumption, as well as materials of construction, conciliating at the same time the necessary ingress of the treasury, the governor superior civil of this island, in agreement with the propositions made by the intendency and information previously obtained from a meeting of proprietors and merchants of this city, which took place on the 5th instant under the presidency of his excellency, has been pleased to resolve that after the 1st of December, 1867, and until the 31st of May, 1868, the import duties on the articles hereafter mentioned will be charged according to the following rates, and the reduction resulting in the actual tariff shall be strictly observed by the collectors of customs during the said period.

JUAN M. ORTIZ,
Acting Intendant.

Numbers of the actual tariff.	Description.	Spanish products.		Foreign products.	
		Spanish ves'ls.	Foreign ves'ls.	Spanish ves'ls.	Foreign ves'ls.
331	Spanish rice per 100 lbs.	\$0 20	\$0 42½		
800	Smoked beef..... do.....	50	62½	\$1 25	\$1 67½
2, 224	Flour..... do.....	Free	8 ½	2 44½	3 26½
2, 226	Corn meal..... do.....	25	45	65	1 10
3, 196-97-98	Jerked beef..... per 100 lbs	12½	25	37½	62½
1, 305	Shingles..... per 1,000	16. 87½	32½	43. 15	58½
3, 458	Pine boards and planks... per 1,000 ft.	67½	1 50	1 72½	2 35
3, 459	White pine b'ds and p'ks..... do.....	50. 65	1 12½	1 29. 36	1 76½
3, 507	Galvanized iron roofing tiles, per 100 lbs.....	32½	65	87½	1 25
5, 756	Zinc in sheets..... per 100 lbs	32½	52½	70	1 00

SUPERIOR GOVERNMENT CIVIL OF THE ISLAND OF PORTO RICO,
San Juan, November 25, 1867.

Considering that the permission granted to foreign vessels for the coasting trade, to which refers the third section of the dispositions proposed by the assembly of the authorities of the island, would be ephemeral and contrary to the purpose for which they are dictated, if it could be only granted in the absence of insufficiency of coastwise vessels which are scarce and inadequate to the mer-

cantile business, and with the common consent previously obtained from the superior civil government and the intendency, which, of course, would create delays prejudicial to the commercial transactions which require to be conducted as quickly as possible; for these motives, and in virtue of the powers in me vested, I have resolved that the above restrictions shall be void and without effect: Therefore any vessel shall be permitted to take her whole cargo, or part of it, to any port in the island, either open or not to the coasting trade, the master merchant, purchaser, or consignee having previously solicited a permit from the collector of customs, who will grant it immediately, giving due notice to the intendency.

MARCHESI.

Foreign vessels under 100 tons, for which the Spanish flag will be solicited, for the purpose of being employed in the coasting trade of this island, shall be naturalized without paying the fees fixed by the actual tariff of duties.

* * * * *

JANUARY 7, 1868.

Begging reference to my despatches from Havana, dated 9th and 17th of December last, relative to a disposition taken by the governor of Porto Rico to reduce the import duties on certain articles on account of the damages inflicted here by the tornado and earthquakes, as also to a telegram on the same subject sent by the Spanish government at Madrid, I have the honor to-day to transmit herewith the list of the articles which, in compliance with the royal order of the 10th of December, 1867, will be admitted free from import duties in the ports of this island from any country and by any vessel without distinction of nationality. The captain general of Porto Rico has resolved that the above exemption from import duties will come into effect since the fifth (5th) instant, and accordingly all the articles which at the said date, even duly manifested, were yet in the depot stores, or not yet landed, and had not been despatched by the customs of the island, are entitled to the benefit of the above exemption from all import duties.

If at any time it is found necessary to change again the duties now abolished, notice shall be given eight months before the day prefixed for the collection.

The reduction in import duties for zinc in sheets and galvanized tiles already ordered is maintained and noticed in the annexed relation.

List of articles declared by royal decree of December 10, 1867, free of import duties in the island of Porto Rico, without exception of flag, or from whence imported, from January 5, 1868, viz :

Olive oil, including casks or bottles; rice oil, including casks or bottles; cod-fish oil, including casks or bottles; salted and smoked beef, mutton, pork, hams, and shoulders; peas, grains, vegetables, and seeds, like oats, rye, corn, lentils, beans, and any other of the same kind; flour and other cereals, (casks included;) garlic, onions, potatoes, and all sorts of esculent plants; lard and butter; feculæ, arrowroot, &c; dried, salted, smoked, and packed fish; sardines in salt; jerked beef, bacon, and clear pork; wheat; live cattle of all description; horses, mules, asses, cows, sheep, hogs, &c.; trees, plants, and seeds; mineral and vegetable coals; live fish; guano and other natural or artificial manures of all sorts; wooden houses; white spruce and pitch pine lumber boards, posts, planks, and scantlings; shingles and nails for houses; machinery and all kinds of medical apparatus or instruments for agricultural purposes; machinery or apparatus for the cultivation of canes, cocoa, coffee, and cotton, and for the manufacture and collection of the same; separate pieces of machines or apparatus destined for the same purpose; machinery for boring artesian wells; mills for cleaning rice and shelling corn.

	Spanish product.		Foreign product.	
	Spanish flag.	Foreign flag.	Spanish flag.	Foreign flag.
	<i>Per cent.</i>			
Galvanized iron tiles.....per 100 lbs..	30	60	81	1. 15
Zinc in sheets .....do.....	30	49	65	92

Eight months' notice to be given before any alteration can be made in this disposition.

Relation of articles declared by royal decree free of import duties in the island of Porto Rico, without exception of flag or from whence imported, from 5th January, 1868, viz:

Table oil, rice, codfish, hams and shoulders, Spanish peas, grains, vegetables and seed, live oats, rye, corn, peas and beans of all kinds, and other articles of similar description, flour and cereals, garlic, onions, potatoes and similar articles, lard and butter, dried, salted, smoked, and pickled fish; salted sardines, jerked beef, mess, prime, and dry salted pork; wheat, salted and smoked beef, mutton and pork, arrowroot, and similar feculæ; live cattle, cows, asses, horses, mules, sheep, hogs, tree, plants and seeds, mineral coal and charcoal, live fish, guano and other natural or artificial manures and composts; machinery, and all kinds of mechanical apparatus or instruments for agricultural purposes; machinery or apparatus for the especial cultivation, collection, &c., of cocoa, coffee, and cotton, machinery for boring artesian wells, mills for cleaning rice and shelling corn; white spruce and pitch pine, lumber, shingles, wooden houses, and nails for same.

Sugar costing—

			<i>s.</i>	<i>d.</i>
2½c. 100 pounds Spanish, on board	\$2 70½	Per 112 pounds English, \$2 97½	12	4½
2¾.....do.....	2 96½	.....do.....	3 26½	13 7½
3.....do.....	3 23	.....do.....	3 55½	14 9½
3½.....do.....	3 49	.....do.....	3 84	16 9½
3¾.....do.....	3 75	.....do.....	4 12½	17 2½
3¾.....do.....	4 01	.....do.....	4 41	18 4½
4.....do.....	4 28	.....do.....	4 70½	19 7½
4½.....do.....	4 54½	.....do.....	4 99½	20 9½
4½.....do.....	4 80	.....do.....	5 28	22 9½
4¾.....do.....	5 06	.....do.....	5 57½	23 2½
5.....do.....	5 33	.....do.....	5 86	24 5
5½.....do.....	5 59	.....do.....	6 15	25 7½
5¾.....do.....	5 85	.....do.....	6 43½	26 9½

Molasses costing—

			<i>s.</i>	<i>d.</i>
12c. per gallon on board..	18.36c.	Per 10 gallons cwt. English, \$1 83.60	7	8
13.....do.....	19.40	.....do.....	8	1
14.....do.....	20.46	.....do.....	8	6½
15.....do.....	21.51	.....do.....	8	11½
16.....do.....	22.36	.....do.....	9	4½
17.....do.....	23.60	.....do.....	9	10
18.....do.....	24.66	.....do.....	10	3¼
19.....do.....	25.71	.....do.....	10	8½
20.....do.....	26.76	.....do.....	11	1½
21.....do.....	27.81	.....do.....	11	7
22.....do.....	28.86	.....do.....	12	11½
23.....do.....	29.91	.....do.....	12	5½

The above calculations are based upon sterling being at \$4 80 per pound sterling.

NOTICE.—All vessels will pay tonnage dues, [\$1 per ton.]

This is the best port for vessels to call at for information. By paying \$7 25 the boat can come in while the vessel remains lying off and on outside. When the sea is very high the pilot-boat does not go out, but remains in the channel waving a flag. When that is seen the vessel should run for it; there is no danger nor anything in the way. Vessels that bring entire cargoes for the deposit stores in this city are exempt from paying tonnage dues, which will be charged on the goods when they are taken out of deposit to consumption. Vessels that bring as many tons of coals as their tonnage per register, pay but 50 cents per ton tonnage duty, but they *must not bring any other cargo*, otherwise they will be obliged to pay the full tonnage duty of \$1 per ton.

By a royal order it is required that all vessels bound to the ports in this island shall bring with them a manifest, containing their nation, names of consignees, marks, numbers, kind of packages and their contents, [without going into particulars, or if in ballast stating so,] which must be certified by the Spanish consul resident in the port from which she is despatched, and a duplicate of the same must be given to the consul, who will send it by the same vessel under cover to the *intendente* of this place. Laden vessels coming without such certificate to her manifest will be subject to a fine of \$100, and \$25 additional if any of the above-named conditions are not therein expressed. After delivery of the manifest to custom-house boat on arrival, the captain will not be allowed to make any corrections or additions thereto, and any goods found on board not manifested will be subject to a fine equal to the value of the merchandise. Besides, the above-mentioned certificates to manifest every vessel should be provided with a bill of health certified by the Spanish consul. Vessels arriving without these documents will be subject to many inconveniences and expenses, and we earnestly request all persons to be particular in obtaining them.

There is a large coal depot in this harbor, and steamers calling here can obtain supplies at the wharf with quick despatch.

REVIEW OF THE MARKET IN 1867.

Statement showing the imports, deliveries, &c, of tobacco, in hogsheads, at the ports of Rotterdam and Amsterdam for the year ended December 31, 1867.

	Maryland.	Virginia.	Kentucky.	Stems.
IMPORTS.				
	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>	<i>Hhds.</i>
Rotterdam	5,546	805	349	58
Amsterdam	9,830	86	141	240
Total	15,376	891	490	198
DELIVERIES.				
Rotterdam	6,593	1,108	301	144
Amsterdam	8,715	86	284	175
Total	15,308	1,194	585	319
STOCK ON HAND.				
Rotterdam	658	96	179	.....
Amsterdam	1,976	.....	25	40
Total	2,634	96	204	40

Cotton.—Our market has been ruled by the fluctuations in Liverpool, but it is a fact that the importations of this article are becoming larger and consequently the transactions more important, as will be seen by the following statement:

	North American.	Surat, Bengal, Rangoon, and Tinnevely.	Brazilian, China, Japan, and sundry kinds.	Totals.
IMPORTS.	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
1864	6,650	80,070	11,430	98,150
1865	8,410	80,650	12,950	102,010
1866	25,610	85,960	15,450	127,020
1867	28,010	79,500	10,100	117,610
SALES AND EXPORTS.				
1864	6,595	77,087	11,363	95,045
1865	8,465	82,955	12,917	104,337
1866	25,161	85,428	15,550	126,139
1867	27,809	80,800	10,100	118,709
STOCKS DECEMBER 30.				
1864	55	4,233	67	4,355
1865 .....	.....	1,928	100	2,028
1866	449	2,450	.....	2,899
1867	650	1,150	.....	1,800

Honey.—We have had no arrivals of any consequence this year, the total imports amounting to 124 hogsheads, 236 tierces, and 2,945 barrels, of which 236 tierces and 194 barrels were from Havana, 101 barrels from St. Domingo, and 124 hogsheads from France. Supplies having been insufficient, the second-hand dealers were compelled to provide for their wants by purchasing in the neighboring markets. Prices of Havana declined from 20½ to 19 francs, in the beginning of 1867; rose again to 19½, but the present value is once more 19 francs in bond now. Our stock in first hands embraces only 30 hogsheads, French.

Dye-woods.—Supplies of Laguna Campeachy having been larger, transactions were more important than during the previous year. The only direct importation was that of 120 tons by the Johanna Heydoorn. Several cargoes of Domingo and Jamaica made their appearance in the market and found ready buyers. Prices, on the whole, did not fluctuate much. Our stocks are now exhausted. *Fustic*.—There is a constant demand for Manzanillo, prices of which stiffened a little. Only eight tons are now left, for which holders ask 5½ francs. Savanilla and Maracaibo were inquired after at advancing rates. The last sale of sawed Maracaibo was effected at 4½ francs.

Hard-woods.—The consumption of mahogany in our country is on the increase, which is also the case with exports to Germany. Supplies show a total of 6,371 logs, against 2,507 logs in 1866, 1,877 logs in 1865, and 3,100 logs in 1864.

The 6,371 logs were imported as follows:

From Manzanillo direct	3,414
From America direct	1,066
From neighboring ports	1,891
Total	6,371

On the whole, the quality was good and the greater proportion was sold at auction at prices which generally did not prove satisfactory to importers. Present stock, 1,942 logs; expected from Manzanillo per Nemesis, 595 logs.

Of Cuba cedar wood, imports amount to 800 logs, against 582 logs during the previous year, which sold slowly at the current rates. 100 logs are left in the market, and a further supply of 100 logs is on the way from Manzanillo. An indirect supply of Florida cedar wood, say 321 logs, about 36 tons, made its appearance in the market, the quality of which proves middling.

Rosin.—The aggregate of last year's imports is about equal to that of the previous year, and prices declined gradually. But as soon as they receded to 4 francs a brisk demand ensued, which caused rates to improve slightly, and, although the inquiry has somewhat abated, prices are fully maintained. We refer to the annexed prices-current for particulars of the alteration which was made in our classifications of this article.

Spirits of turpentine.—From the United States regular supplies came in, and particularly during the latter part of the year arrivals were heavy, owing to which prices declined materially. At the reduced rates business has been doing to a fair extent. Our present quotation of 16 francs to 16½ francs is rather low, compared with prices in the United States, and we expect an improvement to take place soon.

Ashes.—New York pot.—Arrivals scarce, prices on the other side having ruled too high to leave a margin upon our rates. *Pearlash.*—Supplies insignificant and confined to the wants of our home consumption.

Quercitron.—As no direct arrivals came in from Philadelphia, the wants of our trade had to be supplied by importations from the neighboring ports; prices advanced during the last month, but the market is easier now and first sort No. 1 offering at 5½ francs. We had some supplies from Baltimore, and 600 bags changed hands at 6 francs, new conditions, viz: only four per cent. to be deducted for tare.

Petroleum.—Refined.—An extensive business has been doing in this article throughout the past year; our port being favorably situated for re-exporting to Germany, and the wants of our home consumption steadily increasing, cause our market to be one of the best on the continent for the sale of this article.

The direct supplies from the United States amounted to about 107,800 barrels against 45,300 barrels in 1866, 15,000 barrels in 1865, whilst a few thousand barrels more were imported from neighboring markets. Our stock embraces about 33,000 barrels.

Prices were governed in a great measure by the violent fluctuations, which took place on the other side of the Atlantic, although the sudden rise or decline, reported from there, could not be accounted for here. The lowest figure was 18½ francs, in June, and the highest 27½ francs, in October, for standard white. This week 1,000 barrels *ex M. E. Corning*, changed hands at 20½ francs for standard white. As stocks in all European markets have considerably decreased, and the present rates leave a loss upon the last quotations from Philadelphia and New York, we think it by no means unlikely that some improvement will take place ere long.

English refined is only salable at a considerable reduction upon the price ruling for American refined. We have no market for crude yet.

Banca Tin.—The Netherlands Trading Company held an auction on the 28th March, at which 69,477 slabs were sold at 54 francs, and another on the 26th September, consisting of 71,031 slabs, which found buyers at 54½ francs; prices fluctuated between 52 francs and 55 francs. Sales were closed at 55 francs and lower for tin to be delivered out of the first coming Trading Company's sale. Exports to the United States amounted to 2,600 slabs, against 7,700 in 1866, 10,786 in 1865, 650 in 1864, 1,300 in 1863, 7,900 in 1862, 5,800 in 1861, 16,970 in 1860.

The stock on warrants with the Trading Company on the 31st ultimo was 151,109 slabs, being larger than it has been at any time during the last 10 years, and the total deliveries last year were only 120,829 slabs, against 186,855 slabs in 1866. These facts are not in favor of an improvement in the value of the article.

Coffee.—Prices were unable to maintain themselves at the high point they reached at the beginning of 1867, and good ordinary to ordinary pale greenish Java, suitable for shipment to the United States, is obtainable at 42 cents.

Padang is inquired for, but there is scarcely any available stock of fair quality on hand. Even at 45 cents orders remain unexecuted. On the whole, pale qualities of both Padang and Java are scarce and dearer than green kinds, with which our market is well supplied. We have reason to expect that in the first sale of the Netherlands Trading Company, to be held in the course of next month, there will be a better selection of pale coffees.

The quantities exported to the United States add up 1,768 bags, against 10,831 in 1866, 16,922 in 1865, 2,068 in 1864, 1,823 in 1863, 7,884 in 1862, 7,513 in 1861, 3,517 in 1860.

Madders exhibited a quiet appearance in the beginning of the year, and, although a better tone prevailed towards March, prices did not undergo any material improvement, on account of the unwillingness of buyers to pay the slightest advance. In the month of July a more active demand evinced itself for garancine, and several lots of old madders changed hands at extremely low prices. The old stocks having decreased considerably and the inquiry continuing steady, a rise took place in the market value of good qualities, but inferior sorts did not participate in the advance and continued to be offered at low figures.

Upon supplies of the new crop arriving, the quality of which appeared very good, transactions became important and prices advanced materially. The position of our market was further strengthened by the favorable advices from Naples and France, where a greater decrease in the old stocks had taken place and consequently the advance in prices was still more considerable. At present, prices in the country have been driven up too high, so that buyers keep back, owing to which, business is less animated. The position of the article may be considered as sound, looking at the reduction of the old stocks, which have nearly all passed into the hands of manufacturers, and, notwithstanding the late advance, prices are still moderate. All our garancine manufactories are at work and find ready buyers for their product.

In consequence of the low prices ruling during the last years, a good many farmers have given up growing madders, either partly or entirely, so that we expect the yield of next year's crop will be small.

The exports to the United States amount to 1,488 casks madders and 563 casks garancine during 1866—

Against.....	1, 318 casks madders and 642 casks garancine during 1866
4, 428.....	do..... 785..... do..... 1865
1, 400.....	do..... 122..... do..... 1864
908.....	do..... 10..... do..... 1863
1, 341.....	do..... 116..... do..... 1862
968.....	do..... —..... do..... 1861
169.....	do..... 96..... do..... 1860

Prices of good to prime ombros during the last 20 years, in the first half of November, ruled as follows:

	Francs.		Francs.
1867.....	19½ @ 22	1863.....	20½ @ 21½
1866.....	18½ @ 19½	1862.....	23 @ 24
1865.....	21 @ 22	1861.....	29 @ 30
1864.....	19 @ 20	1860.....	30 @ 31

	Francs.		Francs.
1859.....	24½ @ 25½	1853.....	25½ @ 26½
1858.....	24½ @ 25½	1852.....	21¼ @ 22½
1857.....	32 @ 33	1851.....	19 @ 20
1856.....	28½ @ 29½	1850.....	24½ @ 25½
1855.....	23 @ 20	1849.....	20 @ 21
1854.....	20 @ 21	1848.....	19 @ 20

Spices.—Continued in a state of depression throughout the year, (although the article has fluctuated,) but the demand being only founded on speculation, the market relapsed into its former state of dullness again. A want of inquiry for consumption and export remains one of the leading characteristics of the trade. Purchases could be effected at our quotation.

This year only 12 casks nutmegs were exported to the United States, against 380 whole and 92 quarter casks in 1866, and 252 whole and 360 quarter casks in 1865.

Gin.—Owing to the material rise in the value of grain, prices of this article advanced considerably during the latter half of the past year, so that our quotations are now about 20 per centum above those given in our previous annual review.

We can only repeat our former statement, viz: that the high duties in the United States prevent this article from taking a more prominent position as an export to the detriment of both countries.

Exports of gin to the United States were as follows:

	Pipes.	¾ pipes.	½ pipes.	¼ pipes.	Cases.
In 1860.....	1, 119	12, 699	.....	.....	.....
In 1861.....	4, 687	3, 613	.....	.....	5, 949
In 1862.....	4, 262	5, 657	.....	.....	6, 300
In 1863.....	949	1, 219	.....	.....	1, 755
In 1864.....	748	1, 291	.....	.....	2, 200
In 1865.....	615	1, 212	.....	.....	2, 759
In 1866.....	805	1, 695	286	673	2, 602
In 1867.....	470	926	1, 506	4, 173	.....

India-rubber.—The supplies of this article were trifling, and found buyers at steadily advancing rates; the last transaction having been effected at 125 francs, which is also our present quotation, but as our stocks are entirely exhausted, this figure is altogether nominal, and we doubt very much whether the same could be maintained in case of fresh arrivals.

FEBRUARY 14, 1868.

I have the honor to transmit herewith two copies of the last circular published by Messrs. Latimer & Co., merchants at this place, giving valuable information about the condition and commercial transactions of this island.

Though slight vibrations are yet felt here almost every day, the alarm has greatly disappeared and the families who fled in mass to the country when the first shocks of earthquake occurred are now coming back to this city, which is assuming its usual aspect. The houses, which were not injured so much as it was at first reported, have been, almost all, easily repaired; none were thrown down by the earthquakes, nor was it found necessary to pull any one down for safety.

In the country the damages done to the buildings on the sugar estates have been repaired, and the mills are now in full operation. Sugar is selling at a fair price, and the crop will be a regular one. Coffee is also in fair demand, and the crop is expected to prove an average one. It is now ascertained that the damages, though, in fact, considerable, have been exaggerated under the first impression.

In the country the greatest damage was caused by the overflowing of the rivers, which has been very great, sweeping off many houses and cattle of every kind. The tornado followed a tract from Fajardo, at the eastern part of the island, to Humacao, and thence to the middle of the country, leaving right and left plains almost untouched, so far that the principal districts at Ponce and Mayaguez have hardly suffered; but on the direction followed by the tornado the ravage was dreadful, and, strange to say, I have been shown a place where three thick tufts of bamboos were standing, and only the middle one was torn down and carried away at a great distance. I am now collecting some notes about these phenomena, as well as some barometrical and thermometrical observations, which I intend to communicate as soon as possible to the United States Naval Observatory, regretting not to have been able to make myself any note on the subject, on account of being then absent from Porto Rico.

It is rumored that the cholera has made its appearance at St. Domingo; fortunately in this city as well as through the whole island, good health prevails, and the sanitary dispositions prohibiting the admission of vessels coming from Havana and St. Thomas are yet in force, though by the last news we have received from Havana, the cholera has disappeared there, and at St. Thomas there was only one case reported on the 7th instant.

If the rumor of that disease at St. Domingo proves true, and now that it prevails yet at St. Thomas, it would be most convenient to the commanders of the United States men-of-war, to be informed that there is in this harbor a large depot of coal, of the Cardiff, Newcastle, Scotch, and British North America description at a reasonable price; but the anthracite is not to be had here. Steamers may come at the wharf and be supplied with great despatch, while it is well known that for healthfulness, ease of access, anchorage, and proximity to the track of a large number of vessels under our flag engaged in commerce, this port is second to none in the West Indies. * * *

The captain general is attending to the finances of this island, which are in a very poor condition. They say that the value of \$17 will be given to the Spanish doubloon, as in the island of Cuba.

Anything worthy of notice occurring here will be immediately communicated to the department.

MARCH 30, 1868.

I have the honor to submit herewith the annual report of this consulate for last year, which I have been unable to send in proper time, on account of the painful circumstances I have been called to pass through.

I enclose four tabular statements, showing the general imports and navigation at this island for 1865; extracted from the Balanza Mercantile, which was published in the month of January last, one year fully later than usual.

2d. Three statistical tables, giving an account of the exports of the principal products from 1st November, 1866, to October 31, 1867, with the average price and approximative value of each product, and a comparative recapitulation of the crops of 1866 and 1867, including also the statement of imports and exports and navigation from and to the United States for the same period compared with 1866.

3d. A statistical report of the population of this island on the 31st of December, 1866, with a classification by age and sexes, and the movement of the population during the said year. It is impossible to give now a statement of the general imports and navigation for 1866, as the Balanza Mercantile, which is the only document where proper informations are to be found, has not been published; to look for them at the public offices would be a loss of time and money, without any satisfactory result.

* * * * *

Passing now to table E, I exhibit an exact account of the export of the

principal products of this island from the 1st of November, 1866, to October 31, 1867, with the place of production, the country to which they have been sent, and a comparative statement of the crops from 1862 to 1867.

Table F gives the average price and approximate value of each product in American currency, with the increase and decrease compared with the crops of 1866; and though some products have suffered a considerable deficit, yet the crop of 1867 is more productive, because the most important products exhibit an increase which covers largely the decrease of the other products. The crops of sugar and coffee were quite satisfactory.

The quantity of tobacco is diminishing every year since 1862. The low price paid for this product does not afford any encouragement for its cultivation, which is carried on only by small proprietors, who cannot attend to it properly and in right time; the want of money, the heavy interest for any advance made by the shopkeepers in the country make it for them an unprofitable work, and though the soil gives an excellent quality, yet the other products of exportation offer a better remuneration. The decrease observed in the cotton crop must also be attributed to the decline in the price since the end of the civil war in the United States. The large plantations made then have been since totally abandoned.

The commerce of hides, though less than in 1866, shows a progress compared with 1862 to 1865; the consumption of fresh meat in the interior of the island increasing every year is the cause of that advance.

The quantity of rum exported from this island is insignificant, because the home consumption absorbs almost all the liquor distilled on the sugar estates, and has also an influence on the quantity of molasses offered for exportation. I do not mention in this report the minor products of the island, which amount to a considerable sum of money, as rice, plantains, corn, all classes of vegetables, oranges, starch, cocoanuts, cocoa oil, and timber for furniture and house building.

The exportation of live stock to the Windward islands is also worth notice, and can be estimated at fully \$300,000 per annum.

On the whole, the crops of 1867, as well as the exports, have given a satisfactory result.

Table G contains the number and tonnage of American vessels entered and cleared at the different ports of this island from October 1, 1866, to September 30, 1867, compared with the same period 1865, 1866; it shows also the amount of the inward and outward cargoes. A similar statement is annexed for foreign vessels from and to the United States during the same period; an increase is observed in the number and tonnage of vessels, but there is a decrease in the inward and outward cargoes.

Two hundred and fifty-three American vessels entered from different places, and 264 were cleared for the United States; the tonnage of vessels entered amounted to 50,082.16, the inward cargoes to \$1,527,126 12, and the outward shipments to \$2,841,036 72.

Seventy-four foreign vessels entered from the United States, and 336 were cleared for the United States; their importations amounted to \$502,265 78, and their exportations to \$3,179,020 99.

The total of imports from the United States was \$2,129,391 90, and the total of exports for the United States, \$6,020,057 71; the exports to the United States exceed, almost by two-thirds, the imports.

No changes have occurred since my last report, respecting the warehouses, tonnage, fees, and port dues, nor in the lighterage, commissions for purchasing and shipping, mercantile discount, weighing, cartage, and cooperage.

In the regular lines of steamers, visiting the port of San Juan monthly, we have to omit the American line which began to run from New York to this port,

St. Thomas, and Laguayra, in the month of August, 1866, and suspended her voyages in March, 1867.

American silver coin continues to be the currency, but the duties and taxes must be paid in Spanish money or in currency, at a discount of 5 per cent. Bills on London were sold on an average at £5, and on the United States at a discount of 25 to 30 per cent., payable in paper, or 2 per cent. discount in gold. Spanish doubloons have been sold at a premium of 5 to 6½ per cent., but lately some merchants have proposed to give to them a standing value of \$17, and very likely the proposition will be admitted; already at Ponce, Spanish doubloons are received at that rate in mercantile transactions.

Meetings have taken place lately under the presidency of the captain general to discuss the conveniency of making San Juan a free port, or to limit the free port to the place situated out of the walls of the city, called the Marina. It has even been proposed to declare the whole island free from import duties. I understand that the resolutions passed in favor of the declaration of a free port, either at San Juan or outside of the walls, have been submitted by the captain general to the superior government at Madrid. The object is to attract the foreign commerce from St. Thomas, and to have in San Juan the depot of the English and French mail steamers. In my opinion, it is a mere talk, and nothing will be done.

On the 29th of October, last year, the island was visited by a severe tornado, which caused great injuries to the ground provisions and plantations, principally in the north and east part of the island; the subsequent floods, which have been such as were never known in this country, caused also a considerable damage. On the 18th of November last a series of earthquakes commenced in this island, and has continued since with more or less violence, but did not produce much injury, though the alarm and consternation at first were so great that many families fled to the country. In view of affording some relief to those calamities, the government published on the 4th of January last a royal decree authorizing the importation of many articles of general consumption free of duties, without restriction of flag or from whence imported or produced, and notice will be given eight months in advance before any alteration can be made in that disposition; the principal articles mentioned in the decree are table oil, rice, codfish, hams and shoulders, Spanish peas, grains, vegetables, and seeds like oats, rye, corn, peas, and beans of all kinds, and other articles of similar description. Flour and corn meal, cereals, arrowroot, and similar feculæ; garlic, onions, potatoes, and similar articles; lard and butter, dried, salted, smoked, and pickled fish, salted sardines, jerked beef, mess, prime, and dry salted pork, salted and smoked beef, mutton, and pork, live cattle, cows, asses, horses, mules, sheep, hogs, and live fish, trees, plants, and seeds, mineral coal, and charcoal, guano, and other natural and artificial manures and composts; machinery and all kinds of mechanical apparatus or instruments for agricultural purposes; machines for the cultivation, collection, and transport of coffee, cotton, and cocoa; instruments and machinery for boring artesian wells; mills for cleaning rice and shelling corn; white spruce and pitch pine lumber, shingles, wooden houses, and nails for the same, &c.

The above decree will cause on a large scale from the United States the importation of flour, which, on account of the heavy duty of \$4 per barrel, had been almost excluded from the market of this island; while imported direct from the United States to Spain, it was reshipped in Spanish barrels and vessels as a product of the metropolis, and admitted here free from duty. On account of that exemption from duties, which includes the most part of the articles imported from the United States, the commerce is expected to be very active this year with our ports, and sugars will command fair prices.

I close my report by giving a statistical table, marked H, showing the population of Porto Rico and Vieque at the end of December, 1866, amounting

to 646,362 inhabitants on 3,756 square miles; comparing with the census of 1860, there is an increase of 63,081, nearly 11 per cent. without immigration. The white population amounts to 341,649 against 300,480 in 1860, and the colored one, inclusive of the slaves, to 304,713 against 282,801 in that year; there is an increase of 41,169 in the white population, and 21,912 in the colored one.

The number of slaves amounts to 42,227, including those of Vieque. However, this calculation is not entirely exact, because the owners do not give the real number of their slaves, fearing an increase in their taxes; but the government has taken lately strong dispositions to obtain a correct report, and their positive number, classes, and employment will be ascertained, and as soon as known I will transmit an exact relation of the slaves, as well as of the free journeymen, who are increasing daily and support now the most part of the cultivation of this island.

Table H shows also the classification by sexes and age of the population, its movement during the year 1866, including births, deaths, and marriages. On this account also, the new dispositions of the government will cause more vigilance from the local authorities in their annual reports, and the statistics of this island will be more correct.

Education here is in a poor condition, since only 90,389 persons out of 646,362 know how to read and write, calculated as follows: Eighty per cent. of the white population and 93 per cent. of the colored population do not know how to read. Then 86 per cent. are in a complete state of ignorance. Such result has called the attention of the government, and proper measures are to be taken to improve the instruction in this island.

Statement of the imports at San Juan, Porto Rico, in the deposit stores during 1865.

Nationality.	From Spain and neighbor- ing islands.	Cuba.	St. Domingo.	West Indies.	Bremen and Hamburg.	United States.	England.	Venezuela.	Total.
Spanish.....	\$69,584 29	\$9,690 88	\$1,137 70	\$13,681 99	\$4,590 00	.....	\$9,539 46	\$6,470 60	\$114,694 92
United States .....	.....	.....	.....	.....	.....	\$13,720 00	.....	.....	13,720 00
Danish.....	.....	.....	.....	1,200 00	.....	3,950 00	.....	.....	5,150 00
Hamburg.....	.....	.....	.....	.....	420 00	.....	.....	.....	420 00
Dutch.....	.....	.....	.....	2,043 13	.....	.....	.....	.....	2,043 13
English.....	.....	.....	.....	750 00	.....	22,034 51	11,067 63	.....	33,852 14
Total.....	69,584 29	9,690 88	1,137 70	17,675 12	5,010 00	39,704 51	20,606 09	6,470 60	169,880 19

Statement of navigation at the island of Porto Rico during the year 1865.

LIST OF VESSELS ENTERED AND CLEARED WITH CARGOES, AND WHERE FROM.

Where from.	Entered.			Cleared.			Recapitulation.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
United States.	235	41, 139 $\frac{1}{4}$	1, 648	332	56, 831 $\frac{1}{2}$	2, 411	567	97, 971 $\frac{1}{2}$	4, 059
Spain.	125	12, 902 $\frac{1}{2}$	1, 452	54	6, 197	600	179	19, 099 $\frac{1}{2}$	2, 052
West Indies.	375	40, 321 $\frac{1}{2}$	5, 436	282	25, 974 $\frac{1}{2}$	3, 558	658	66, 296	8, 994
England.	59	9, 477	560	87	18, 589	803	146	28, 066 $\frac{1}{2}$	1, 363
British dominions.	69	8, 136	494	72	9, 204	495	141	17, 340	989
Hanseatic cities.	21	4, 006	202	24	4, 701 $\frac{1}{2}$	267	45	8, 797 $\frac{1}{2}$	160
Buenos Ayres.	21	2, 762	224	3	167	18	24	2, 929	242
France.	10	1, 390 $\frac{3}{4}$	109	18	6, 515	220	28	7, 905 $\frac{1}{2}$	329
Italy.	7	993 $\frac{1}{2}$	66	4	333 $\frac{1}{2}$	28	11	1, 326 $\frac{1}{2}$	94
Venezuela.	2	132 $\frac{1}{2}$	18	1	140	7	3	272 $\frac{1}{2}$	25
Denmark.				6	1, 281	60	6	1, 281	60
Mexico.				2	212	17	2	212	17
Total.	924	121, 261 $\frac{1}{2}$	10, 209	886	130, 236 $\frac{1}{2}$	8, 484	1, 810	251, 497 $\frac{1}{2}$	18, 693

LIST OF VESSELS ENTERED AND CLEARED IN BALLAST, AND WHERE FROM.

Where from.	Entered.			Cleared.			Recapitulation.		
	No.	Tons.	Crews.	No.	Tons.	Crews.	No.	Tons.	Crews.
United States.	5	708	42	2	349	14	7	1, 057	56
Spain.	21	3, 125	476	6	608	69	27	3, 733	545
West Indies.	381	65, 909 $\frac{1}{4}$	4, 721	275	35, 453 $\frac{1}{2}$	5, 536	656	101, 363 $\frac{1}{4}$	10, 257
England.	6	1, 107	68				6	1, 107	68
British dominions.	3	336	23	7	777	49	10	1, 113	72
Hanseatic cities.	2	349	26				2	349	26
Venezuela.	2	235	16	10	1, 198	99	12	1, 433	115
Brazil.	1	185 $\frac{1}{2}$	7				1	185 $\frac{1}{2}$	7
Portugal.	1	265	10				1	265	10
Total.	422	72, 220 $\frac{1}{2}$	5, 389	300	38, 385 $\frac{1}{2}$	5, 767	722	101, 606	11, 156

Statement of navigation at the island of Porto Rico during the year 1865.

LIST OF VESSELS ENTERED AND CLEARED WITH CARGO, AND THEIR NATIONALITY.

Nationality.	No. of ves- sels entered.	Tonnage.	No. of ves- sels cleared.	Tonnage.	Recapitulation.	
					No. of vessels.	Tonnage.
American.	128	23, 158 $\frac{1}{2}$	140	24, 922 $\frac{1}{2}$	268	48, 081
British.	256	37, 845 $\frac{1}{2}$	330	51, 014 $\frac{1}{2}$	586	88, 860 $\frac{1}{2}$
Spanish.	473	48, 531 $\frac{1}{2}$	282	32, 109	755	80, 640 $\frac{1}{2}$
French.	18	2, 922 $\frac{1}{2}$	65	8, 106 $\frac{1}{2}$	83	11, 029 $\frac{1}{2}$
Danish.	10	2, 392 $\frac{1}{2}$	20	4, 829	30	7, 221 $\frac{1}{2}$
Bremen and Hamburg.	8	2, 083 $\frac{1}{2}$	12	2, 908 $\frac{1}{2}$	20	4, 991 $\frac{1}{2}$
Oldenburg.	8	1, 548 $\frac{1}{2}$	9	1, 746	17	3, 294 $\frac{1}{2}$
Italian.	7	993 $\frac{1}{2}$	4	333 $\frac{1}{2}$	11	1, 326 $\frac{1}{2}$
Dutch.	11	959	12	1, 334	23	2, 293
Russian.	3	601	6	1, 829	9	2, 430
Hanover.	1	158	1	158	2	316
Venezuelan.	1	67 $\frac{1}{2}$			1	67 $\frac{1}{2}$
Norwegian.			4	849 $\frac{1}{2}$	4	849 $\frac{1}{2}$
Mexican.			1	96	1	96
Totals.	924	121, 261 $\frac{1}{2}$	886	130, 236 $\frac{1}{2}$	1, 810	251, 497 $\frac{1}{2}$

Statement of navigation at the island of Porto Rico, &c.—Continued.

LIST OF VESSELS ENTERED AND CLEARED IN BALLAST, WITH THEIR NATIONALITY.

Nationality.	No. of ves- sels entered.	Tonnage.	No. of ves- sels cleared.	Tonnage.	Recapitulation.	
					No. of vessels.	Tonnage.
American	17	2,932½	2	349	19	3,281½
British	170	29,756½	38	4,475½	208	34,232
Spanish	144	25,425½	246	30,568½	390	55,994
French	49	4,176	5	1,429	54	5,605
Bremen and Hamburg	9	2,379½	.....	.....	9	2,379½
Danish	18	4,023½	5	1,330	23	5,353½
Oldenburg	3	875	.....	.....	3	875
Russian	2	1,026	.....	.....	2	1,026
Swedish and Norwegian	4	802½	.....	.....	4	802½
Dutch	3	395	2	88	5	483
Italian	2	350	.....	.....	2	350
Venezuelan	1	78	2	145½	3	223½
Totals	422	72,230½	300	78,385½	722	110,606

Statement showing the number of American vessels entered and cleared, tonnage, and value of inward and outward cargoes, at the island of Porto Rico, from October 1, 1866, to September 30, 1867, compared with the same period, 1865 and 1866.

Ports.	Vessels entered.	Tonnage.	Value of inw'd cargoes.	Vessels cleared.	Value of out- ward cargoes.
San Juan, Porto Rico	40	11,791.66	\$323,509 70	42	\$378,010 64
Ponce	71	12,293.46	299,254 00	79	860,699 39
Mayaguez	85	14,699.64	590,370 00	85	825,825 00
Guayama	26	5,495.64	255,843 52	30	421,738 16
Arecibo	12	2,511.07	26,800 00	11	154,205 93
Aguadilla	4	662.45	12,100 00	4	5,840 00
Naguabo	15	2,628.24	19,249 00	13	195,317 60
Fajardo					
Humacao					
Total 1867	253	50,082.16	1,527,126 12	264	2,841,036 72
Total 1866	234	41,084.50	1,794,730 64	230	3,124,412 95
1867 increase	18	8,997.66	.....	34	.....
1867 decrease .....	.....	.....	167,604 52	.....	283,376 24

Same statement of foreign vessels from and to the United States during the same period.

Ports.	Ent'd from U. States.	Tonnage.	Inward car- goes.	Cleared for U. States.	Outward cargoes.
San Juan, Porto Rico	26	3,741.10	\$168,397 00	33	\$300,268 84
Ponce	21	3,647	152,900 00	68	1,028,414 35
Mayaguez	17	2,446	129,054 00	51	761,483 39
Guayama	10	2,182.33	51,914 78	29	437,724 30
Arecibo .....	.....	.....	.....	28	442,456 00
Aguadilla .....	.....	.....	.....	3	35,752 47
Naguabo .....	.....	.....	.....	12	172,921 64
Fajardo					
Humacao					
Total 1867	74	12,016.43	502,265 78	236	3,179,020 99
Total 1866	68	12,363.18	668,214 52	209	3,675,803 82
1867 increase	6	.....	.....	27	.....
1867 decrease .....	.....	346.75	165,948 14	.....	496,782 83

1867. Total imports from the United States

Total exports to the United States

Population of the island of Porto Rico, census December 31, 1866.

San Juan, capital.....	17, 991
Department of Bayamon	79, 199
Department of Aguadilla.....	87, 757
Department of Mayaguez.....	77, 753
Department of Ponce.....	62, 538
Department of Arecibo.....	91, 217
Department of Guayama	115, 240
Department of Humacao	109, 567
Vique island.....	5, 040
Total	646, 362
White population	341, 649
Colored population, (slaves included).....	304, 713
Slaves	42, 227

Population by sexes, inclusive of the slaves.

Males.....	333, 126
Females.....	313, 236
Total	646, 362
Persons who know how to read and write	90, 389

Population of San Juan, capital, exclusive of European troops.

White males	5, 152	
White females.....	5, 289	
		10, 441
Colored males	4, 010	
Colored females	3, 540	
		7, 550
Total		17, 991

Classification by age.	Free.	Slaves.
Less than 1 year.....	28, 660	2, 041
1 year to 7.....	97, 737	5, 518
8 years to 15	88, 642	5, 632
15 years to 20	61, 834	4, 885
21 years to 25	68, 410	5, 105
26 years to 30	63, 604	4, 838
31 years to 40	70, 214	5, 440
41 years to 50	51, 879	4, 099
61 years to 70	19, 003	1, 623
71 years to 80	8, 783	764
81 years to 85	4, 609	331
86 years to 90	2, 925	269
91 years to 95	1, 933	163
96 years to 100	1, 470	69
Over 100 years	207	22

Movement of the population at the island of Porto Rico during 1866.

Population.	Births.	Deaths.
White	12,400	8,042
Colored (free)	13,073	9,953
Slaves	1,549	1,272
Total	27,022	19,257

Marriages during 1866.

Between white persons	2,175
Between free colored persons	1,672
Between slaves	45
Total	3,892

Exports from the island of Porto Rico from November 1, 1866, to October 31, 1867.

Destination.	Sugar.	Molasses.	Coffee.	Tobacco.	Hides.	Cotton.	Rum.
	<i>Pounds.</i>	<i>Gallons.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Quarts.</i>
From St. John's to—							
United States	13,509,885	146,839	77,600			117,200	
Great Britain	1,620,339						
British North American provinces	1,526,717	120,034	10,386				
Spain	18,627		2,033,074		545,550	109,190	823
Germany				695,069			
Italy			74,082				
Island of Cuba			1,533,932		52,183	10,752	
Other ports	32,752		10,453				7,188
From Arecibo, Manate, and Tortuguero to—							
United States	9,368,319	228,258					
Great Britain	624,857						
Germany				955,705			
Other ports		56,107					
From Aguadilla to—							
United States	397,309	78,140					
Great Britain	6,237,800		1,642,200	223,200		100,000	
Spain			1,971,200			113,700	
Island of Cuba			551,000				
Other ports	228,800	54,550	173,600		8,200		
From Mayaguez to—							
United States	24,463,754	1,063,982	12,904			6,238	
Great Britain	558,459						
British North American provinces	539,008	30,035	14,304				
France			399,693				
Spain			2,179,837		168,258	263,642	
Germany	952,684		2,205,197			134,247	
Island of Cuba			1,621,591				
Italy			1,660,634				
Other ports			26,729				
From Ponce to—							
United States	29,068,279	1,349,355	76,863				
Great Britain	3,232,436					105,377	45,000
Spain			2,040,529				
France			400,000				
Germany			700,000	158,658			
British North American provinces	2,551,080	112,118	22,078		3,578		
Island of Cuba			69,945				

Exports from the island of Porto Rico, &c.—Continued.

Destination.	Sugar.	Molasses.	Coffee.	Tobacco.	Hides.	Cotton.	Rum.
	<i>Pounds.</i>	<i>Gallons.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Quarts.</i>
From Guayanilla to—							
United States.....	1, 776, 276	101, 698			6, 200		
Great Britain.....	139, 721		520, 022				
France.....			402, 042				
Germany.....				78, 132			
Island of Cuba.....			19, 719				
Other ports.....	431, 422	46, 699	141, 231	8, 250	929	12, 172	
From Arroyo, Mannabo, and Jovos to—							
United States.....	10, 518, 132	948, 967					11, 250
Great Britain.....	6, 058, 943		10, 800				
Spain.....	158, 390						
France.....	134, 800		127, 760				
Other ports.....	43, 300	720	13, 730				
From Humacao, Naguabo, and Fajardo to—							
United States.....	6, 540, 701	702, 198					
Great Britain.....	11, 676, 061	2, 060					
France.....	4, 121, 013						
Other ports.....		26, 334					

RECAPITULATION.

Destination.	Sugar.	Molasses.	Coffee.	Tobacco.	Hides.	Cotton.	Rum.
	<i>Pounds.</i>	<i>Gallons.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Quarts.</i>
From—							
St. John's.....	16, 708, 318	266, 873	3, 739, 527	695, 069	597, 733	237, 142	8, 011
Arecibo, Manate, and Tortuguero.....	9, 993, 176	284, 365		955, 705			
Aguadilla.....	6, 773, 900	132, 690	4, 338, 000	223, 200	8, 200	213, 700	
Mayaguez.....	26, 513, 905	1, 094, 017	8, 120, 889		168, 258	404, 127	
Ponce.....	34, 851, 795	1, 461, 473	3, 300, 415	158, 658	3, 578	105, 377	45, 000
Guayanilla.....	2, 347, 419	148, 397	1, 083, 014	86, 382	7, 129	12, 172	
Arroyo, Mannabo, and Jovos.....	16, 913, 565	949, 667	152, 290				11, 250
Humacao, Naguabo, and Fajardo.....	22, 357, 775	730, 592					
Total.....	136, 459, 853	5, 068, 094	20, 734, 135	2, 119, 014	784, 898	972, 518	164, 261
1866.....	128, 834, 740	5, 206, 655	13, 903, 552	3, 753, 582	907, 330	1, 948, 438	165, 895
1865.....	151, 332, 185	5, 554, 037	23, 724, 624	5, 559, 596	722, 838	2, 229, 766	191, 887
1864.....	110, 425, 022	3, 732, 070	14, 993, 830	4, 678, 333	569, 665	1, 583, 187	32, 055
1863.....	146, 467, 260	4, 972, 640	20, 980, 475	6, 024, 593	627, 681	326, 810	363, 305
1862.....	150, 584, 628	4, 987, 252	13, 861, 586	8, 519, 720	396, 246	123, 861	1, 092, 024

N. B.—We estimate that there still remains to be shipped to the United States, between this port and Arecibo, about 700 hogsheads of sugar.

Recapitulation crop of 1867.—Average price and approximate value.

Sugar, 136,459,853 pounds, at 4 cents	\$5, 458, 394 12
Molasses, 5,068,094 gallons, at 16 cents	810, 895 04
Coffee, 20,734,135 pounds, at 15 cents	3, 110, 120 25
Tobacco, 2,119,014 pounds, at 4 cents	84, 760 50
Hides, 784,898 pounds, at 12 cents	94, 187 76
Cotton, 972, 518 pounds, at 20 cents	194, 503 60
Rum, 164,261 quarts, at 8 cents.....	13, 140 88
Estimated value of the crops, 1867	9, 766, 002 15
Estimated value of the crops, 1866	8, 561, 453 87
Increase in 1867	1, 204, 548 28

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Description and quantity.	Value.
7 barrels and 297 hogsheads of sugar.....	\$20,346 76
266 hogsheads and 60 puncheons of sugar and molasses	20,782 63
63 puncheons of molasses.....	2,106 82
2,053 bamboos.....	144 99
489,300 oranges.....	1,944 70
Total for quarter ended December 31, 1866	45,325 90
Total for quarter ended March 31, 1867.....	500,705 74
Total for quarter ended September 30, 1867	430,352 12
Total	976,383 76

Statement showing the navigation and commerce of foreign vessels from and to the United States during the quarter ended December 31, 1866.

No.	Nationality.	Where from.	Inward cargo.	Value.
1	British.....	In port		
1	Bremen.....	Baltimore.....	Provisions and shingles	\$18,500
1	British.....	New York.....	Provisions, drugs, &c.....	15,000
1	British.....	Georgetown, N. C ..	Pitch, pine, and lumber.....	2,800
1	British.....	Philadelphia.....	Provisions and shooks	12,800
	Total.....			49,100

No.	Where for.	Outward cargo.	Value.
1	New York	Bamboo cane, sugar, and molasses.....	\$17,441 50

ARECIBO, PORTO RICO—C. F. STORER, Consular Agent.

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, (compiled from invoice books.)

Description.	Value, including costs and charges.
Sugar	\$38,511 95
Sugar and molasses	44,799 40
Satinwood	4,806 06
Molasses	25,319 51
Total for quarter ended December 31, 1866.....	113,436 92
Total for quarter ended March 31, 1867.....	86,442 43
Total	199,879 35

NAGUABO, PORTO RICO—W. HADDOCK, *Consular Agent*,

DECEMBER, 31, 1866.

Statement showing the description, quantity, and value of exports from this port to the United States for the three quarters ended September 30, 1867, (compiled from invoice book.)

Description and quantity.	Value, including costs and charges.
519,321 pounds and 47,350 gallons sugar and molasses	\$30,070 75
Total for quarter ended December 31, 1866	30,070 75
Total for quarter ended June 30, 1867	206,607 96
Total for quarter ended September 30, 1867	152,979 15
Total for three quarters	389,657 86

MAYAGUEZ, PORTO RICO—J. C. COXE, *Consular Agent*.

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States for the quarter ended this day, (compiled from invoice book.)

Description.	Value, including costs and charges.
Oranges	\$8,267 38
Sugar	38,071 60
Oranges, cocoanuts, molasses, and lignumvitæ	5,726 89
Bamboo canes	2,228 53
Molasses and sugar	28,225 06
Hides	53 50
Guava jelly	127 50
Total for quarter ended December 31, 1866	82,700 46
Total for quarter ended March 31, 1867	599,033 39
Total for quarter ended June 30, 1867	715,308 44

GUAYAMA, PORTO RICO—C. H. VERGES, *Consular Agent*.

DECEMBER, 31, 1866.

Statement showing the description, value, and quantity of exports from this port to the United States for the quarter ended this day, (compiled from invoice book.)

Description and quantity.	Value, including costs and charges.
1 bale cotton, 2 barrels and 2 boxes old brass and copper, and 6 puncheons molasses.	\$374 05
32 tons old iron, and 110,000 oranges	788 04
102,000 oranges, 2,400 cocoanuts, 1 barrel copper, and 1 barrel brass	618 24
Total for quarter ended December 31, 1866	1,780 33
Total for quarter ended March 31, 1867	312,064 36

TENERIFFE—W. H. DABNEY, *Consul*.

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.
Flagstones..... Real vellon..	8,630
Gin..... do.....	3,800
Cigars..... do.....	2,000
Almonds.....	\$3,103 69
Cochineal.....	1,361 25
Natron.....	373 85
Old iron.....	355 21
Old copper.....	143 36
Old metal.....	2,957 92
Fish oil.....	133 20
Chairs, returned cargo from Boston.....	217 00
Total for quarter ended December 31, 1866.....	8,650 48
Total for quarter ended December 31, 1866..... Real vellon..	14,430
Total for quarter ended March 31, 1867.....	\$10,915 17

TRINIDAD DE CUBA—FREDERIC F. CAVADA, *Consul*.

Exports to the United States from the consular district of Trinidad de Cuba and its dependencies during the year 1866.

Name of port.	Sugar.	Molasses.	Honey.	Woods.	Cigars.	Ag'gate value of invoices.
	<i>Net lbs.</i>	<i>Net gals.</i>	<i>Net gals.</i>	<i>Cub. ft.</i>		
Trinidad de Cuba.....	27,599,807	1,459,824	14,186	866	556,750	\$1,373,205 81
Cienfuegos.....	130,868,253	3,680,740			971,390	5,645,539 00
Zaza.....	15,323,198	234,503	20,143	3,550		747,853 02
Total.....	173,791,258	5,375,067	34,329	4,416	1,528,140	7,776,597 83

Detailed statement of exports from Trinidad de Cuba during the year 1866

Name of port.	Sugar.		Molasses.
	<i>Hhds.</i>	<i>Boxes.</i>	<i>Hhds.</i>
New York.....	10,472	1,418	3,894
Boston and Portland.....	2,911	14	2,389
Philadelphia.....	8,731	1,396	3,873
Baltimore.....	720	51	335
Other ports of the United States.....	893	69	376
Total to the United States.....	23,727	2,948	10,867
Hamburg and Bremen.....	1,118		397
British provinces in North America.....	1,276	189	116
London and Liverpool.....			296
Holland.....		1,166	
Spain.....	96	1,979	
Other European ports.....	6,940	2,059	
Grand total.....	33,157	8,341	11,676
Exports during the year 1865.....	36,635	12,006	14,661

DECEMBER 31, 1866.

Statement showing the description and value of the exports from Trinidad de Cuba to the United States during the several quarters of the year ended September 30, 1867.

Muscovado sugars.....	\$41,221 36
Raw hides and old copper.....	2,060 63
Sugar, molasses, and honey.....	20,372 39
Clayed sugars and molasses.....	11,825 20
Total for quarter ended December 31, 1866.....	78,479 58
Total for quarter ended March 31, 1867.....	644,090 43 ³ / ₄
Total for quarter ended June 30, 1867.....	1,001,742 62 ³ / ₄
Total for quarter ended September 30, 1867.....	463,548 29 ¹ / ₂
Grand total.....	2,192,860 94
Amount in American vessels.....	1,598,842 27 ³ / ₄
Amount in foreign vessels.....	594,018 66 ³ / ₄
Total.....	2,192,860 94 ¹ / ₂

Commerce of the United States at the port of Trinidad de Cuba during the fiscal year ended June 30, 1867.

	1866—1867.		
	American vessels.	Foreign ves-sels.	Total.
Number of vessels entered.....	74		74
Number of vessels cleared to the United States.....	70	34	104
Aggregate tonnage.....	21,752		21,752
Value of imports for the United States.....	\$38,819 23		\$38,819 23
Crews.....	518		518
Description of outward cargoes—			
Sugar, net pounds.....	30,919,812	12,386,509	43,296,321
Molasses, net gallons.....	1,481,769	690,951	2,172,720
Honey, net gallons.....	5,901	7,094	12,995
Cigars.....	55,000		55,000
Salted hides.....	257	739	996
Aggregate invoice value of exports.....	\$1,623,879 57 ¹ / ₂	\$621,954 83 ³ / ₄	\$2,245,834 41

Cedar wood per foreign vessels, 36,000 cubic feet, to New York, value \$2,214.
5,650 horns per foreign vessels to New York, value \$8,904.

General statement of exports from Trinidad de Cuba, 1865, 1866, 1867.

	1865.			1866.			1867.		
	Sugar.	Molasses.	Sugar.	Sugar.	Molasses.	Sugar.	Sugar.	Molasses.	Sugar.
	Hhds.	Hhds.	Boxes.	Hhds.	Hhds.	Boxes.	Hhds.	Hhds.	Boxes.
January.....	467	1,373		431	320		1,720	1,349	40
February.....	2,834	945	97	1,863	1,449		4,702	2,481	200
March.....	5,693	1,218	181	6,719	1,441	791	7,692	1,823	364
April.....	5,125	3,840	1,536	6,259	1,989	940	4,608	2,809	1,205
May.....	7,265	1,850	1,695	5,788	1,819	420	6,649	862	405
June.....	2,185	282	565	3,222	1,769	172	5,932	2,109	711
July.....	6,484	3,302		5,256	2,213	194			
August.....	4,131	849	3,860	1,163	345	125			
September.....	1,166	500	2,597	1,318	7	134			
October.....	665	32	1,100			945			
November.....	620	470	375	814		1,577			
December.....				321	324	3,043			
Total.....	36,635	14,661	12,006	33,154	11,676	8,341	31,303	11,433	2,865

NOTE.—The above statement includes the exports to European as well as American ports.

Statement showing the description, quantity, and value of exports from the consular district of Trinidad de Cuba and its dependencies during the year 1867; also the number and tonnage of vessels employed.

	Sugar.	Molasses.	Honey.	Cigars.	Hides, salted.	No. of vessels.	Aggregate tonnage.	Invoice value.
Trinidad de Cuba—	<i>Pounds.</i>	<i>Gallons.</i>	<i>Gallons.</i>					
American vessels..	26,824,859	1,624,148	5,682	114,000	257	76	21,247	\$1,562,602 43½
Foreign vessels....	12,072,065	404,018	.....	6,400	1,022	25	.....	639,102 35½
Cienfuegos—								
American vessels..	55,557,984	1,869,140	280	32,500	.....	125	47,190	2,564,715 00
Foreign vessels....	49,611,015	1,780,692	.....	.....	.....	116	.....	2,087,874 00
Zaza—								
American vessels..	4,069,206	135,598	3,382	.....	.....	10	2,950	200,496 40
Foreign vessels....	2,034,603	67,799	1,691	.....	.....	6	.....	100,248 30
Total.....	150,169,732	5,677,998	11,035	210,500	1,279	358	71,387	7,155,038 54

There was also exported from the port of Trinidad de Cuba in foreign vessels, 5,650 horns, 86 bales of tobacco, and 3,370 pounds of old copper.

From Zaza, in American vessels, 12,490 cubic feet of wood and 94½ bales of tobacco.

SAGUA LA GRANDE—J. H. HORNER, *Consular Agent.*

Statement showing the destination, description, quantity, and total value of the exports from this port to the United States during the year ended September 30, 1867.

Destination.	Description.								Values.	
	Sugar.			Molasses.			Honey.	Old copper.		Mahogany.
	Hhds.	Tierces.	Bbls.	Boxes.	Hhds.	Tierces.	Bbls.	Gallons.	Pounds.	Cubic ft.
New York.....	41,699	3,992	49	223	5,838	466	279	1,649	1,498	.....
Boston.....	4,835	558	4	.....	10,292	1,037	148	.....	2,220	.....
Philadelphia.....	16,681	1,472	12	.....	4,947	413	562	.....	2,980	.....
Baltimore.....	1,727	162	5	.....	612	50	95	.....	.....	.....
Portland.....	1,744	77	.....	.....	3,792	311	748	.....	.....	.....
New Orleans.....	.....	.....	.....	.....	1,313	167	193	.....	.....	.....
Bristol, R. I.....	10	.....	.....	.....	280	8	9	.....	.....	.....
Bangor, Me.....	5	.....	.....	.....	300	46	.....	.....	.....	.....
Total to the United States.....	65,701	5,561	70	223	27,314	2,498	2,034	1,649	4,478	2,320
Falmouth and other ports of Great Britain for orders.	13,424	915	.....	3,316	.....	.....	.....	.....	.....	.....
Total.....	79,125	6,476	70	3,539	27,314	2,498	2,034	1,649	4,478	2,320
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									
									

Statement showing the nationality, number, and tonnage of vessels arrived at and departed from the port of Sagua la Grande during the year ended September 30, 1867.

Nationality.	Arrivals.				Departures.			
	Number of vessels.	In ballast.	With cargo.	Total.	Number of vessels.	In ballast.	With cargo.	Total.
United States.....	160	Tonnage. 17,798	Tonnage. 31,756	Tonnage. 49,574	158	Tonnage. 1,427	Tonnage. 47,977	Tonnage. 49,104
British.....	39	4,848	12,078	16,926	61	1,412	15,818	17,260
Spanish.....	9	.....	3,317	3,317	10	328	3,441	3,769
Russian.....	1	.....	.....	545	1	.....	545	545
Prussian.....	1	.....	330	330	1	.....	330	330
Mexican.....	1	101	.....	101	1	.....	101	101
Total.....	231	22,687	48,206	70,893	232	2,867	68,242	71,109

Report of European and colonial navigation and commerce for the port of Sagua la Grande, for the year ended September 30, 1867.

INWARD BOUND.

Where from.	Vessels.	Tonnage.	Cargoes.	Value.
Great Britain.....	6	1,484	Coal, machinery, &c.....	\$192,416 09
British colonies.....	3	318	Lumber and cooperage.....	5,134 00
South America.....	1	538	Ballast.....	
Other ports of the island.....	21	8,460	Jerked beef and ballast.....	34,000 60
Total.....	31	10,800		231,500 09

OUTWARD BOUND.

Where bound.	Vessels.	Tonnage.	Sugar.			Value.
			<i>Hhds.</i>	<i>Tierces.</i>	<i>Boxes.</i>	
Falmouth or other ports for orders.....	21	8,673	13,424	915	3,316	\$855,680 07
Other ports of the island in ballast.....	7	1,574				
Total.....	28	10,247	13,424	915	3,316	855,680 07

Vessels employed.

	No.	Tons.
British.....	19	6,156
Spanish.....	10	3,769
Russian.....	1	545
Prussian.....	1	330
Total.....	31	10,800

CIENFUEGOS—ADOLPH F. CAVADA, *Consular Agent.*

JUNE 30, 1867.

Statement of exports to the United States from the port of Cienfuegos, (Cuba), from June 30, 1866, to June 30, 1867.

Quarters.	Molasses, net gallons.	Sugar, net pounds.	Cigars.	No. vessels cleared.	Aggregate of tonnage.	Total value of invoices.
First quarter.....	769,860	16,657,500	59,150	-----	-----	\$556,479
Second quarter.....	156,660	9,180,000	15,000	-----	-----	412,472
Third quarter.....	1,521,660	43,972,500	21,000	-----	-----	1,956,046
Fourth quarter.....	1,893,780	46,789,500	10,000	*141	{ *51,911 136,970 }	2,178,550
Total.....	4,341,960	106,597,000	105,150	141	88,881	5,103,547

* American.

† British.

Statement showing the destination, description, quantity, and total value of the exports from Matanzas to the United States during the years 1863, 1864, 1865, 1866, and 1867, ended September 30.

Destination.	Sugar.			Molasses.			Melado.	Tank foot- ings.	Honey.	Tobacco.	Cigars.	Pineapples.	Old iron.	Description.	Values.
	Hhds.	Bboxes.		Hhds.	Tierces.	Bbbs.	Hhds.	Hhds.	Bbbs.	Bales.	M.	Doz.	Tons.		
New York	21,808	27,799		14,190	1,556	69	413	37	371	111	53	22,334		Sundries	\$2,164,975 36
Philadelphia	4,831	2,894		15,168	1,674	51	24		46		14	119	1,023	do	768,440 77
Boston	3,742	9,483		17,217	2,212	112			27		31			do	893,227 07
Baltimore	3,200	3,182		5,710	860	215								do	399,174 94
Portland	308	3		15,214	1,905	25	116		66		13			do	422,530 27
New Orleans	2,149	1,227		7,892	882	455		27						do	371,533 06
Charleston	494	41		1,035	45	338			4	145	37	75		do	75,824 72
Savannah				484	328	38								do	18,722 41
Belfast, Maine	41	124		701	32									do	22,730 80
Bristol and Providence				470	60					7				Fruit	12,439 69
Wilmington, N. C.				179	7	1			3					do	4,648 69
Pensacola and Cedar Keys		5		20	26									Sundries	1,589 16
Total	36,573	44,758		78,280	9,587	1,304	553	64	517	263	148	22,528	1,023	do	5,155,856 54
Exports during the year ended September 30, 1866	41,074	78,693		69,532	8,795	6,754	3,590		46 tes. 431 bbls.	362	898	25,127	955	Sundries	6,490,415 45
Exports during the year ended September 30, 1865	38,632	63,655		58,366	6,493	7,602	3,461		131 tes.	315	385	23,848		Sundries	5,409,620 94
Exports during the year ended September 30, 1864	24,452	33,790		50,442	5,768	2,970	2,209		683 tes.	163	986	35,251	798	Sundries	4,335,057 80
Exports during the year ended December 31, 1863	23,833	35,837		44,758			536		458 bbls.	167	303	17,827		Sundries	2,974,720 42

Statement showing the nationality, number, and tonnage of vessels arrived at and departed from Matanzas during the year ended September 30, 1867.

Nationality.	Arrivals.				Departures.			
	No. of ves- sels.	Tonnage.			No. of ves- sels.	Tonnage.		
		In ballast.	With cargo.	Total.		In ballast.	With cargo.	Total.
United States	284	28,707	52,932	81,639	285	20,953	61,138	82,091
British	235	14,270	54,225	68,495	233	7,897	60,178	68,075
Spanish	202	9,299	32,654	41,953	206	4,978	37,956	42,934
French	8	.....	2,482	2,482	8	313	2,169	2,482
Russian	4	1,723	627	2,350	4	.....	2,350	2,350
North Germany:								
Prussia	3	523	440	963	3	175	788	963
Oldenburg	4	.....	775	775	4	252	523	775
Bremen	3	629	145	774	3	.....	774	774
Hamburg	2	260	450	710	2	.....	710	710
Norwegian	5	1,083	996	2,079	5	526	1,553	2,079
Netherlands	2	.....	324	324	2	.....	324	324
Belgian	1	690	.....	690	1	.....	690	690
Italian	1	182	.....	182	1	.....	182	182
Mexican	3	192	75	267	3	.....	267	267
Total	757	57,558	146,125	203,682	760	35,094	169,602	204,696

Statement showing the description, quantity, and value of the exports from Matanzas to the United States during each of the quarters of the year ended September 30, 1867.

Description.	For quarter ended Dec. 31, 1866.	For quarter ended March 31, 1867.	For quarter ended June 30, 1867.	For quarter ended Sept. 30, 1867.	For the year ended Sept. 30, 1867.
Sugar	1,543	7,398	22,282	5,350	36,573
Do. boxes	6,067	7,502	22,718	8,471	44,758
Molasses	5,231	35,939	32,458	4,632	78,280
Do. tierces	503	4,246	4,255	583	9,587
Do. bbls.	315	508	459	22	1,304
Melado .....	.....	553	.....	.....	553
Tank footings	27	15	.....	22	64
Honey	3	213	251	50	517
Tobacco	106	24	69	64	263
Cigars	554	26	36	306	148
Pine apples .....	.....	219	22,209	100	22,528
Old iron	300	723	.....	.....	1,023

Total value of exports for quarter ended December 31, 1866, \$357,352 58; for quarter ended March 31, 1867, \$1,589,464 43; for quarter ended June 30, 1867, \$2,557,611 69; for quarter ended September 30, 1867, \$651,427 55; for the year ended September 30, 1867, \$5,155,856 54.

DECEMBER 31, 1866.

Statement showing the description, quantity, and total value of exports from Matanzas to the United States for the quarter ended this day, (compiled from consular returns.)

Description and quantity.	Value.
Sugar, 1,543 hogsheads and 6,067 boxes	\$357,352 87
Molasses, 5,231 hogsheads, 503 tierces, and 315 barrels	
Cigars, 55 1-10 thousand	
Tobacco, 106 bales	
Old iron, 300 tons	
Tank footings, 27 hogsheads	357,352 87
Total for quarter ended December 31, 1866	

CARDENAS—N. CROSS, *Consular Agent.*

Statement showing the nationality, number, and tonnage of vessels arrived at and departed from the port of Cardenas, from October 1, 1866, to September 30, 1867.

Nationality.	Arrivals.				Departures.			
	Number of vessels.	In ballast.	With cargoes.	Total tonnage.	Number of vessels.	In ballast.	With cargoes.	Total tonnage.
	216	<i>Tonnage.</i>	<i>Tonnage.</i>			<i>Tonnage.</i>	<i>Tonnage.</i>	
United States	48	17, 772	41, 593	59, 365	211	9, 811	48, 586	58, 397
Spanish	124	452	9, 272	9, 724	46	406	8, 913	9, 319
British		6, 139	25, 580	31, 719	124	3, 062	28, 657	31, 719
North Germany—	2							
Prussia	3		516	516	2		516	516
Bremen	1		641	641	3		641	641
Hamburg	1		318	318	1		318	318
Hanoverian	1		176	176	1		176	176
French	2		270	270	1		270	270
Netherlands	2	244	159	403	2	244	159	403
Danish	1		578	578	2		578	578
Swedish	1	244		244	1		244	244
Argentine Republic		416		416	1		416	416
Total	402	25, 267	79, 103	104, 370	395	13, 523	89, 474	102, 997

Statement showing the destination, description, quantity, and value of exports from Cardenas to the United States from October 1, 1866, to September 30, 1867.

Destination.	Sugar.		Molasses.	Melado.	Cigars.	Honey.	Asphalt.	Tank bottoms.	Value.
	Hhds.	Boxes.	Hhds.	Hhds.	M.	Tierces.	Hhds.	Hhds.	
New York	22, 695	10, 318	17, 010	178	16	61	388	206	\$1, 839, 514 66
Boston	1, 487	1, 875	17, 146						576, 972 68
Portland, Me.	1, 049	795	12, 533						406, 601 51
Camden, Me.			629						16, 203 73
Bangor, Me.	105		1, 419						46, 417 10
Philadelphia	7, 401	2, 236	14, 195						823, 386 30
Baltimore	4, 079	2, 679	2, 535					31	324, 059 93
Wilmington			741						17, 944 83
Charleston	263	30	1, 129		40				48, 244 72
Savannah			1, 198						38, 372 11
New Orleans	760		7, 565	100	8. 5				258, 743 88
Total	37, 839	17, 753	76, 100	278	64. 5	61	388	237	4, 446, 461 45
In American vessels.	25, 528	9, 929	51, 583	118	40	52	313	31	2, 967, 077 79
In foreign vessels ...	12, 311	7, 824	24, 517	168	24. 5	9	75	206	1, 479, 383 66
Total	37, 839	17, 753	76, 100	278	64. 5	61	388	237	4, 446, 461 45

DECEMBER 31, 1866.

Statement showing the description, quantity, and total value of exports from Cardenas to the United States for the quarter ended this day, (compiled from consular returns.)

Description and quantity.	Value.
Sugar, 4,261 hogsheads and 4,169 boxes	\$482, 403 27
Molasses, 7,341 hogsheads	
Cigars, 24 ⁵ / ₁₀ M.	
Honey, 6 tierces	
Asphalt, 224 hogsheads	
Tank footings, 101 hogsheads	
Total for quarter ended December 31, 1866	482, 403 27
Total for quarter ended March 31, 1867	1, 235, 600 42
Total for quarter ended September 30, 1867	488, 734 19
Total for nine months	2, 206, 737 88

MALAGA—A. M. HANCOCK, *Consul*.

Statement showing the number, tonnage, crews, and nationality of merchant vessels entered at the port of Malaga during the year 1866.

Nationality.	Sailing vessels.			Steamers.		
	No.	Tonnage.	Crews.	No.	Tonnage.	Crews.
American	27	9, 470	244			
Spanish	1, 979	237, 120	21, 736	580	290, 000	13, 340
French	22	2, 737	159	31	9, 050	772
British	91	17, 257	743	42	19, 701	831
Prussian	13	2, 452	116	1		22
Italian	66	13, 536	637			
Danish	32	4, 928	209			
Hanoverian	8	757	45			
Russian	14	3, 331	147			
Swedish	14	2, 926	137			
Norwegian	7	2, 091	78			
Dutch	8	1, 840	86	7	3, 500	161
Netherlands	7	1, 680	80	3	1, 500	69
Roman	3	645	33			
Holstein	5	1, 155	60			
Oldenburg	2	462	22			
Hamburg	3	789	40			
Portugese	45	4, 040	675			
Austrian	1	412	12			
Bremen	1	208	11	1	612	25
Total	2, 348	297, 836	25, 270	665	324, 363	15, 220

TOTAL OF VESSELS ENTERED.

Number of sailing vessels, 2,348; steamers, 665; crews, 40,490; tons, 622,199.

MALAGA—A. M. HANCOCK, *Consul*.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from Malaga to the United States in American vessels, together with the total in American and foreign vessels, during the several quarters of the year ended September 30, 1867.

DESCRIPTION OF EXPORTS IN AMERICAN VESSELS.

Description.	Quantity.	Description.	Quantity.
Raisins	183,737 boxes, 1,902 frails, 233 bbls., 200 casks, 25 cases cartoons, 884 kegs, 100 boxes seedless.	Oranges	204 boxes.
Almonds	2,127 boxes, 1,094 frails, 100 bags, 100 bbls.	Orange peel.	7 boxes.
Olive oil	150 quarter casks.	Grapes	3,900 kegs, 441 bbls., 600 boxes.
Olives	300 kegs.	Figs	25 boxes.
Wine	106 quarter casks.	Licorice root and paste.	800 bales, 37 boxes.
Lemons	9,095 boxes.	Mats	495 bales.
		Lead	10,535 quintals.
		Filberts	100 bags.

Total value	\$428,815 60
Total for quarter ended March 31, 1867	366,224 27
Total for quarter ended June 30, 1867	179,714 98
Total for quarter ended September 30, 1867	748,982 85
Total	1,723,741 70

DESCRIPTION OF EXPORTS IN AMERICAN AND FOREIGN VESSELS.

Description.	Quantity.	Description.	Quantity.
Raisins	508,745 boxes, 2,816 boxes seedless, 4,916 frails, 606 casks, 233 bbls., 1,034 kegs, 58 cases cartoons.	Lemons	29,955 boxes.
Almonds	150 casks, 383 bbls., 4,131 frails, 1,400 bags, 8,283 boxes of one arroba, 250 boxes of 100 arrobas.	Oranges	858 boxes.
Licorice root and paste.	3,998 bales, 37 boxes.	Wines	357 quarter casks, 2 bbls.
		Olive oil	320 quarter casks, 100 cases.
		Olives	1,500 jars, 550 bbls.
		Mats	341 bales.
		Grapes	1,611 bbls., 3,923 kegs.
		Lead	25,829 quintals.

Total value, \$1,219,330 23.

DISTRIBUTION.

Nationality.	Value.	By ports.	Value.
United States	\$428,815 60	New York	\$762,329 40
British	563,430 10	Boston	290,009 48
Spanish, via Liverpool	26,800 19	Baltimore	52,424 44
Danish	64,610 95	New Orleans	26,178 02
Bremen	72,133 97	Philadelphia	24,403 08
Austrian	37,222 63	San Francisco	63,988 02
Hanoverian	26,319 00		
Total	1,219,332 44	Total	1,219,332 44

A complete statement of all exports from the port of Malaga from July 1, 1866, to June 30, 1867.

Description.	Quantity.	Description.	Quantity.
Aguardiente	958 arrobas.	Lead, rolled	4,350 quintals.
Spanish brandy	112 boxes, 582 demijohns	Lead, bars	1,033 tons.
Almonds	31,863 boxes, 5,995 frails, 424 bags, 4 hhds., 1,392 bbls., 603 fanegas, and 490 quintals.	Leeches	57 boxes.
Alcohol	799 arrobas.	Liquors	244 boxes.
Anchovies	398 barrels, 247 kegs.	Litharage	2,268 quintals.
Books	10 boxes.	Licorice root	446 tons.
Butter	13 barrels.	Liconce paste	337 boxes.
Bullion, silver	6 arrobas.	Locusts	429 quintals.
Candles	59 boxes.	Machinery	5 bales, 7 boxes.
Canary seed	790 fanegas.	Matting	57 bales.
Capers	87 barrels.	Mats	3,699 bales.
Cards, playing	136 boxes.	Melons, sweet	826.
Chocolate	140 boxes.	Mosaics	40 boxes.
Chestnuts	1,146 arrobas, 39 sacks.	Mother-of-pearl	10 boxes.
Cloves	8 quintals.	Oil, olive	15,191 tons.
Clay	3,659 arrobas, 56 tons.	Oil, cake	246 arrobas.
Coffee	505 quintals.	Olives	9,486 bbls., 6,062 boxes.
Coloquintida	170 quintals.	Onions	42 bales, 964 quintals, 36 ceroon.
Cocoa, shell	3,587 boxes, 184 bags.	Orange peel	8,437 quintals.
Cotton, manufact'd	27 bales.	Oranges	450 quintals, 3,454 boxes
Cotton, waste	13 bales.	Ore	18,000 quintals.
Copper	89 quintals.	Potatoes	684 quintals.
Copper sheets	26 quintals.	Potatoes, sweet	350 quintals.
Corks	70 bales, 26 sacks.	Preserves	1,291 boxes.
Cummin seed	29 sacks, 682 quintals.	Pimento	285 bags.
Dates	69 boxes.	Paper	90 bales and 695 boxes.
Earth	25 hhds.	Pipes, empty	127.
Eggs	25 boxes.	Pictures	13 boxes.
Filberts	983 bags.	Prunes	1,264 arrobas, 936 boxes
Figs	76,572 arrobas.	Plants	24 barrels.
Figures, clay	41 boxes.	Pork	32 barrels.
Flowers	1,998 arrobas.	Pomegranate	99 boxes.
Flowers, artificial	29 boxes.	Reeds	394 bundles.
Fans	33 boxes.	Raisins	1,629,688 boxes, 4,620 bbls., 19,492 frails, and 4,620 boxes.
Fruit, preserved	290 boxes.	Silks	57 boxes and 22 bales.
Fruit, dried	70 arrobas.	Strings	18 boxes.
Garbanzo	9,090 fanegas.	Starch	74 barrels.
Garlic	25,907 strings.	Sweetmeats	126 boxes.
Grapes	16,934 bbls., 685 boxes.	Specie	271 barrels.
Guitars	37 boxes.	Soap	14,990 quintals.
Hats	13 boxes.	Sumac	458 quintals.
Hats, palm leaf	104 bales.	Sugar	32 boxes, 40 quintals, 419 boxes, 492 arrobas
Hams	87 boxes.	Saffron	17 boxes.
Hemp	5 boxes.	Tools	5 barrels.
Ivory	159 bags.	Tiles	16 bales.
Lavender	165 bags.	Vinegar	1,990 arrobas.
Lemons	20,900 boxes.	Vermicelli	1,875 boxes.
Lemon peel	51 quintals.	Wine	319,692 arrobas, 2,898 boxes, 573 pipes, and 908 hhds.
Dentiles	40 quintals.		
Lead, white	125 quintals.		
Lead, shots	199 bags.		

A complete statement of all imports at Malaga from July 1, 1866, to June 30, 1867.

Description.	Quantity.	Description.	Quantity.
Aguardiente	29 demijohns, 84 pipes, 305 hhds., 205 bbls.	Cloaks and watches	13 cases.
Alcohol	48 barrels.	Chairs	35 bundles.
Albums	16 cases.	Codfish	57,070 quintals.
Ammunition	29 cases.	Cocoa	147 sacks and 15,604 M.
Anise-seed	11 bags.	Cocoanuts	45 sacks and 35 barrels.
Anchovies	65 barrels.	Coffee	1,668 sacks and 180 bbls.
Apparatus, printing	24 cases and 16 bbls.	Confectionery	15 boxes.
Apparatus, ice	10 bales.	Combs	5 cases.
Apparel, wearing ..	16 barrels.	Copper, old	37 bundles, 15 quintals, and 25 boxes.
Arms	35 cases.	Coins, copper	36 cases.
Agricultural impl'ts	295 cases.	Copperas	36 boxes.
Bacon	10 boxes.	Cordials	25 boxes.
Barometers	5 cases.	Corks	35 bales.
Beef, smoked and salted.	37 barrels.	Cotton	5,955 bales.
Beer	20 boxes, 127 bbls., 184 hhds., 125 hampers.	Crockery	94 hampers.
Black, lamp	2 boxes.	Cutlery	24 boxes.
Blacking	5 barrels.	Cognac	12 barrels.
Bricks, fire	3,550.	Closets	13 boxes.
Bricks, common	2,500.	Cochineals	10 sacks.
Bugles	7 boxes.	Demijohns, empty ..	300.
Buttons	21 boxes.	Drugs	109 bales and 299 cases.
Butter	943 barrels.	Domestics	150 bales.
Burning fluid	5 barrels.	Earth	36 barrels and 24 sacks.
Bedsteads, iron	298 cases.	Earthenware	25 hampers.
Brushes, paint	13 barrels.	Elastics	10 cases.
Braids, hair	2 boxes and 2 barrels.	Eggs	27 boxes.
Bottles, empty	105 cases, 18 hampers.	Eyes and hooks	16 cases.
Bougies	56 cases.	Engravings	13 boxes.
Buckles	2 boxes.	Fans	11 boxes.
Biscuits	45 barrels.	Felt	40 bales and 15 cases.
Books	29 boxes.	Figs	8,178 arrobas.
Carriages	6.	Fish, pickled	35 barrels.
Canary seed	13 bags.	Flint, stone	17 barrels.
Capsules	16 boxes.	Flowers, artificial ..	16 boxes.
Carpets	14 bales.	Fruits, preserved ..	221 boxes.
Carpeting	24 bales.	Facada	90 bags.
Casks, empty	2,998.	Gunpowder	44 boxes.
Carbonates	560 barrels.	Golden leaf	3 boxes.
Cartoons	29 cases.	Gold	3 bars.
Cauvas	14 bales.	Gelatine	14 barrels.
Cattle	47 head.	Gin	174 cases, 210 hhds., and 178 hampers.
Cement, Roman	65 barrels.	Ginger	13 sacks.
Cedar	30 logs.	Glass	339 boxes.
Chicory	9 barrels.	Guano	19,590 quintals and 350 bags.
Charcoal	5,250 tons.	Guns	49 boxes and 10 cases.
Cheese	327 boxes.	Hair, camels' & hare ..	13 boxes and 1 bale.
Chemicals	25 boxes.	Hams	16 bbls. and 26 boxes.
Chimney	16 pieces.	Hardware	947 boxes.
Chrome	19 boxes.	Hats	11 cases.
Chocolate	11 boxes.	Haberdashery	64 cases.
Chronometers	5 boxes.	Herrings	12 barrels.
Chloride of lime	25 barrels.	Honey	124 arrobas.
Chrysolites	13 barrels and 6 boxes.	Hooks and eyes	21 boxes.
China ware	65 hampers.	Hops	14 boxes.
Crystal	80 boxes.	Hooks, fish	5 boxes.
Cigars	3,450 boxes.	Hoops, wooden	950 bundles.
Cinnamon	229 bags.	Hosiery	85 bundles.
Cloth	14 bales.	Hoops, iron	6,064 bundles.
Cloves	212 sacks.	Harness	20 cases.
Cloth'g, ready made	5 bales.	Hemp	28 bales.

A complete statement of all imports at Malaga, &c.—Continued.

Description.	Quantity.	Description.	Quantity.
Herrings.....	12 barrels.	Plants	63 bundles, 190 cases.
Hides	22,655.	Pitch	33 barrels.
Ink	16 boxes.	Pepper	1,336 sacks.
India-rubber	20 bales.	*Perfumery	467 boxes.
Indigo	49 ceroon.	Pewter	28 boxes and 46 barrels.
Iron, unwrought,	5,999 quintals, 14 bbls.,	Phosphorus	29 boxes.
manufact'd, bars,	109 boxes, 791 cases,	Pianos	31 cases.
sheets, rolled,	40 bales, 890 pieces,	Porcelain	104 boxes.
boilers, bands.	600 tons, 980 pieces,	Pork	13 barrels.
	and 14.	Potatoes	25 barrels and 42 sacks.
Horseshoes	296 cases and 19 barrels.	Preserves	79 boxes.
Ivory	13 boxes.	Pins	5 barrels and 9 boxes.
Implements of trade.	14 boxes.	Petroleum	1,820 bbls., 4,680 boxes.
Indian corn	165 tons.	Paintings	14 boxes.
Instruments, phil-	33 boxes.	Pearl, mother of ...	5 boxes.
losophical.		Peanuts	25 sacks.
Jewelry	13 boxes.	Plantains	15 bundles.
Jellies	55 boxes.	Pistols	13 cases.
Knives and forks,	23 barrels and 24 boxes.	Petticoats	13 bales.
pocket-knives.		Parasols	26 boxes.
Lumber, building..	15,670 quintals.	Rosin	80 barrels.
Boards and planks.	425,750 pieces.	Rum	12 barrels, 11 pipes,
Lamps	19 cases.		10 puncheons.
Lime	1,290 sacks.	Ribbons	15 cases.
Looking-glasses ...	28 cases.	Rags	350 bales.
Labels	3 boxes.	Sail-cloth	25 bales.
Lac dye	212 cases.	Screws	14 barrels and 19 cases.
Lace work	118 boxes.	Sealing-wax	4 boxes.
Linen	1,034 cases.	Sardines	250 boxes.
Lampblack	16 cases.	Sausages	49 boxes.
Lamps	14 barrels.	Stools	25 pieces.
Logwood	162 tons.	Silk, raw	19 bales and 11 boxes.
Lard	15 barrels.	Silk, cocoons.....	16 bales.
Leeches	99 cases.	Silk, spun.....	11 cases.
Lead, white	91 cases and 4 barrels.	Skirts	8 cases.
Leather	48 boxes and 138 bales.	Silver	10 cases.
Lace work	59 boxes.	Silver, German ...	3 cases.
Liquors	155 boxes.	Steel	780 boxes, 54 bbls.
Maccaroni	25 boxes.	Sugar	11,976 boxes, 60 bags.
Machinery, railroad	1,636 bales, 4,251 cases.	Sleepers	14,438.
Mahogany	80 tons.	Sewing machines ..	124.
Medicines	513 cases, 70 demijohns,	Sulphur	10 bbls., 3,870 bags.
	and 70 barrels.	Saltpetre	590 bags and 156 bbls.
Maps and charts ...	15 boxes.	Skins	2,317.
Marble, paving ...	86 cases and 1,698.	Shovels	29 bundles.
Masts and spars ...	1,950.	Slates	650 pieces, 28 barrels,
Moulds	6 boxes.		and 10 boxes.
Mathematical in-	13 boxes.	Sweetmeats	97 boxes.
struments.		Spoons, metal	15 boxes.
Molasses	16 barrels.	Specie	\$70,069.
Music, paper	20 cases.	Sulphate of iron ...	40 barrels.
Nails	290 barrels.	Scissors	3 barrels.
Needles	17 boxes.	Stationery	13 cases.
Nitrate	14 boxes, 5,990 quin-	Soda	694 hhds., and 13 bales.
	tals, and 80 sacks.	Stools	4 cases.
Optical instruments	10 cases.	Sirup	9 boxes and 11 cases.
Organs	9 cases.	Spurs	2 cases.
Oil, almond	10 boxes and 23 barrels.	Sponges	16 cases.
Ore, copper	1,927 quintals.	Staves	1,471,664.
Pressing-boards ...	16 boxes.	Starch	10 boxes.
Paints	18 boxes.	Stone, mill and lith-	43 cases and 20.
Paper	536 cases.	ographic.	
Papier-maché	30 boxes.	Saddles	4 cases.

A complete statement of all imports at Malaga, &c.—Continued.

Description.	Quantity.	Description.	Quantity.
Tarpaulins	31 cases.	Varnish.....	14 cases, 18 jars, 10 bbls.
Tallow	459 boxes, 88 casks, 101 bbls, 130 cases.	Yarns	14 boxes and 13 bales.
Tar	266 barrels.	Wine.....	89 barrels, 399 boxes, and 35 pipes.
Tea	459 boxes.	Wood, dye and un- manufactured.	11,684 quintals, 86 cases.
Telegraph apparatus	19 cases.	Wax	76 bales and 101 bbls.
Thread	1,182 bales, 140 cases.	Whalebone.....	3 bales and 5 boxes.
Thimbles	3 boxes.	Wicks	4 barrels.
Thermometers	4 boxes.	Wagons	22.
Tin	18 barrels and 10 cases.	Waiters	28 boxes.
Timber	260,708 pieces.	Wire	344 bbls, 221 bundles, and 321 rolls.
Tiles	150 boxes.		
Tools	26 cases.		
Umbrellas	26 boxes.		

JULY 4, 1867.

In my despatch No. 90, dated the 30th ultimo, I informed the department of the failure of the wheat crop in the southern provinces of the peninsula. No question is more important to the people of this part of Spain just now than that of bread. As the indications are that a royal order will soon be promulgated opening the Spanish ports for the introduction of foreign grain, I think it proper to advise the department of the fact. The best wheat for this market is a sound, hard red wheat; a soft wheat will not sell. The present price, with upward tendency, is \$3 to \$3 65 per fanega of 90 pounds.

PORTUGAL.

LISBON—C. A. MUNRO, *Consul*.

NOVEMBER 29, 1867.

I have now the honor of enclosing herein (No. 1) a translation of the royal decree of the 27th instant, published this day, whereby the import duty on foreign cereals is temporarily suspended up to the 30th June, 1868, and during the same period all vessels importing said cereals are to be exempt from tonnage dues on the amount of cereals they import.

The crop of Indian corn in Portugal this year was very abundant, but such was not the case with wheat, and the decree of 8th August last, which reduced the import duty on wheat, (of which I had the honor of sending the department a translation,) did not produce the desired effect of inducing shipments to this country in sufficient quantities to supply the demand, and consequently the present measure has been adopted with the view of making up the heavy deficit in wheat required for consumption.

ROYAL DECREE.

“Taking into consideration the report of the ministers and secretaries of state of the several departments, and in agreement with the opinion of the general council of commerce, agriculture, and manufactures, I am hereby pleased to decree as follows:

“ARTICLE 1. Up to the end of June, 1868, free admission is granted to all foreign cereals, in grain, flour, or baked bread, through the sea or land ports of the kingdom, free of all import duty, but remaining subject to the same consumption duties as national cereals now pay.

“ART. 2. All vessels, either national or foreign, which shall import complete cargoes of cereals, will be exempt from paying tonnage duty.

"§ *solus*. Should such cargo not be complete or full, such vessels shall only be exempt of such tonnage duty as have reference to the cereals they may import.

"ART. 3. The dispositions of the two preceding articles are likewise applicable to leguminous articles, (dried beans, peas, lentils, and such like.)

"ART. 4. All laws to the contrary are hereby revoked.

"ART. 5. The government will render an account to the cortes, in its next session, of the execution of this extraordinary measure, and of the reasons which have given rise thereto.

"The KING, &c., &c., &c.

"ROYAL PALACE, November 27, 1867."

DECEMBER 26, 1867.

The Portuguese government having some years back adopted the French metrical system of weights and measures, is gradually introducing the application of its principles in all its branches. The change has been gradual, in order to avoid confusion and to accustom the population to the new system. In the public departments and fiscal bureaus, such as custom-houses and tax offices, the kilogram for weights and the litre for liquid measure, with their multiples and divisions, are the recognized standards, as well as the metre for dry goods as a measure of length.

By a decree of the 17th instant, just published, the square metre, with its multiples of arc and hectare, is to be adopted from the 1st of October, 1868, as the legal superficial measures as applied to lands and large surfaces. The application of this new standard from the prescribed date is enforced by the levying of fines in contravention.

* * * * *

DECEMBER 31, 1866.

Statement showing the description, quantity and value of exports from Lisbon to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Quantity.	Value.
Gum copal.....	312 sacks, 487 bags, 387 volumes, 10 pounds, 16 cases and 10 barrels	Rs. 18, 288||877
Wheat for seed.....	12 barrels, and 100 alquiers.....	86||350
Almonds.....	140 bales, 30 bags, and 104 tapuet.....	4, 121||958
Cream of tartar.....	5 casks.....	569||475
Corkwood.....	80 bundles, 961 bales, and 21 bags.....	5, 328||665
Marble and salt.....	41 stone, 115 moys.....	416||520
Toothpicks.....	1 box.....	214||901
Coffee.....	29 bags.....	651||931
Figs.....	599 boxes.....	286||550
Wine.....	10 cases, bottles.....	94||120
Wine.....	2 quarter casks.....	£15 0s. 0d.
Corks.....	12 bags.....	\$290 00
Corkwood.....	502 bundles.....	£982 16s. 11d.
Total for quarter ended December 31, 1866.....		Rs. 30, 059||347
Total for quarter ended December 31, 1866.....		\$290 00
Total for quarter ended December 31, 1866.....		£997 16s. 11d.
Total for quarter ended March 31, 1867.....		Rs. 33, 575||917
Total for quarter ended March 31, 1867.....		£2, 043 2s. 5d.
Total for quarter ended March 31, 1867.....		\$1, 780 00
Total for quarter ended September 30, 1867.....		Rs. 30, 708||876
Total for quarter ended September 30, 1867.....		£6, 034 10s. 8d.
Total for quarter ended September 30, 1867.....		\$5, 255 00
Total for nine months.....		Rs. 94, 344||140
Total for nine months.....		£9, 075 10s. 0d.
Total for nine months.....		\$7, 325 00

FUNCHAL—CHARLES A. LEAS, *Consul*.

Statement showing the nationality, number, tonnage, and value of cargoes arrived at the port of Funchal during the year 1866.

Nationality.	Declared value of cargo.	Tonnage.	Number of vessels.
American.....	\$9,120 00	542	2
British.....	497,904 00	72,357	147
Dutch.....	2,400 00	90	1
French.....		1,255	4
Italian.....		1,098	3
Portugese.....	621,964 80	20,135	89
Prussian.....		120	1
Spanish.....	35,760 00	897	12
Total.....	1,167,148 80	96,494	259

CLEARED.

American.....	\$18,240 00	542	2
British.....	200,496 00	72,357	147
Dutch.....	960 00	90	1
French.....		1,255	4
Italian.....		1,098	3
Portugese.....	177,739 20	19,796	86
Prussian.....		120	1
Spanish.....		897	12
Total.....	397,435 20	96,155	256

Statement showing the imports to Funchal for the year 1866.

Articles.	Measure and weight.	From Great Britain.		From British colonies.		From Portugal and possessions.		From France.		From Brazil.		From Morocco.	
		Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Q'ty.	Value.	Q'ty.	Value.	Quantity.
Hams and bacon	Kilog.	\$1,068 00	2,282			\$1,284 00	6,784						
Beer	Litre	1,843 00	14,874	5 00	92								
Cheese	Kilog.	2,029 00	8,462	12 00	135	785 00	2,408						
Coal	Tons	64,440 00	10,521										
Coffee	Kilog.	928 00	3,139	180 00	576	3,386 00	9,408						
Cottons, manufactured	do	191,640 00	130,707	127 00	37	10,420 00	9,386	1,439 00	5,016				
Drugs	do	2,025 00	3,486			2,702 00	4,542	243 00	55				
Crockery ware	do	5,837 00	16,230			2,376 00	18,936	100 00	98				
Fish, salt	do	5,034 00	43,957	8,413 00	83,363	2,197 00	1,049						
Flour	do	6,820 00	73,668	250 00	1,921	324 00	4,499					53 00	535
Corn, Indian	Litre			11,980 00	496,300	35,132 00	1,533,678					84,115 00	3,323,320
Iron	Kilog.	16,750 00	105,062	20 00	128	5,642 00	40,315	19 00	35				
Leather	do	2,093 00	1,484			13,231 00	28,972	153 00	536				
Flax	do	15,960 00	25,689	40 00	16	2,776 00	4,388						
Sundries	do	286,460 00		11,273 00		80,327 00		2,639 00				5,624 00	
Oil, sweet	Litre		609			19,266 00	106,121						
Rice	Kilog.	15,520 00	197,562	78 00	1,268	87 00	810						
Salt	Litre					2,815 00	108,576						
Silk, manufactured	Kilog.	12,430 00	208	32 00	1	1,288 00	40	669 00	14				
Soap	do	1,234 00	5,540	104 00	1,046	15,235 00	103,751	6 00	8				
Spirits	Litre	4,086 00	14,767	1,467 00	5,289	31 00	71	50 00	84				
Sugar	Kilog.	5,291 00	23,548	1,138 00	8,234	52 00	249						
Tea	do	6,945 00	5,425			406 00	192	399 00	4,010				
Lumber	M.			9,990 00	154,406								
Tobacco	do	2,960 00	1,702	82 00	97	33,101 00	14,891	1,770 00	506	1 00	1		
Wheat	Litre			12,080 00	251,020	21,564 00	496,013						
Wool, manufactured	Kilog.	68,570 00	21,196	44 00	10	2,391 00	2,246	1,950 00	314				
Staves, pipe	M.	137 00	520	16,720 00	25,478								
Total		720,326 00		58,992 00		264,018 00		7,599 00		1,839 00		89,792 00	

Statement showing the imports to Funchal for the year 1866—Continued.

Articles.	Measure and weight.	From United States.		From Holland.		From Spain.		From Russia.		Total quantities.	Total values.
		Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.		
Hams and bacon	Kilog.	.....	.....	.....	.....	.....	.....	.....	.....	9,066	\$2,352 00
Beer.....	Litre	.....	.....	.....	.....	.....	.....	.....	.....	14,896	1,848 00
Cheese.....	Kilog.	.....	.....	\$651 00	1,356	.....	.....	.....	.....	12,361	3,477 00
Coal.....	Tons	.....	.....	.....	.....	.....	.....	.....	.....	10,521	64,440 00
Coffee.....	Kilog.	.....	.....	.....	.....	.....	.....	.....	.....	18,219	5,933 00
Cottons, manufactured	do	.....	.....	.....	.....	.....	.....	.....	.....	140,185	202,430 00
Drugs.....	do	.....	.....	.....	.....	.....	.....	.....	.....	8,028	4,727 00
Crockery ware.....	do	.....	.....	.....	.....	.....	.....	.....	.....	35,364	8,313 00
Fish, salt.....	do	.....	.....	.....	.....	.....	.....	.....	.....	128,884	13,702 00
Flour.....	Litre	\$4,390 00	52,281	.....	.....	\$600 00	8,986	.....	.....	141,355	12,384 00
Corn, Indian.....	Kilog.	2,400 00	83,352	.....	.....	360 00	91,555	.....	.....	5,528,185	133,987 00
Iron.....	do	.....	.....	.....	.....	.....	.....	.....	.....	145,540	92,431 00
Leather.....	do	.....	.....	.....	.....	.....	.....	.....	.....	30,972	15,477 00
Flax.....	do	150 00	360	.....	.....	.....	.....	.....	.....	30,737	19,004 80
Sundries.....	Litre	1,357 00	.....	53 00	.....	576 00	.....	\$108 80	305	.....	397,509 00
Oil, sweet.....	Kilog.	.....	.....	.....	.....	.....	.....	.....	.....	106,730	19,492 00
Rice.....	Litre	150 00	194	.....	.....	.....	.....	.....	.....	199,824	15,700 00
Salt.....	Kilog.	.....	.....	.....	.....	.....	.....	.....	.....	1,480,576	2,815 00
Silk, manufactured.....	do	.....	.....	.....	.....	.....	.....	.....	.....	263	14,419 00
Soap.....	Litre	.....	.....	4,632 00	19,593	.....	.....	.....	.....	110,345	16,579 00
Spirits.....	Kilog.	.....	.....	.....	.....	.....	.....	.....	.....	39,804	10,266 00
Sugar.....	do	.....	.....	.....	.....	.....	.....	.....	.....	36,041	6,880 00
Tea.....	M	900 00	13,604	.....	.....	.....	.....	.....	.....	5,617	7,351 00
Lumber.....	Kilog.	120 00	76	220 00	93	.....	96	.....	.....	168,000	10,890 00
Tobacco.....	Litre	.....	.....	.....	.....	.....	.....	.....	.....	17,462	38,404 00
Wheat.....	Kilog.	.....	.....	.....	.....	.....	.....	.....	.....	747,033	33,644 00
Wool, manufactured	do	.....	.....	.....	.....	.....	.....	.....	.....	92,786	72,955 00
Staves, pipe.....	M	7,800 00	31,640	.....	.....	.....	.....	.....	.....	57,635	9,609 00
Total.....	.....	17,132 00	.....	5,556 00	.....	1,776 00	.....	108 80	.....	.....	1,107,188 80

NOTE.—All the figures under the heads "value" are in United States gold currency.

Statement showing the description, quantity, and value of the exports from this port to the various countries during the year ended September 30, 1866.

Articles.	Measure.	To Great Britain.		To British colonies.		To Portugal.		To Morocco.		To France.		To United States.		For consumption on board ships.		Total quantities.	Total values.
		Q'ntity.	Value.	Q'ntity.	Value.	Q'ntity.	Value.	Q'ntity.	Value.	Q'ntity.	Value.	Q'ntity.	Value.	Q'ntity.	Value.		
Beef salt	Kilog.	1, 160	119, 000	2, 340	160, 000	27, 197	3, 545, 000	.....	.....	.....	.....	.....	.....	.....	.....	30, 697	\$3, 824 00
Brandy, cane	Litre	.....	.....	.....	.....	13, 191	2, 012, 000	.....	.....	.....	.....	.....	.....	.....	.....	13, 191	2, 012 00
Coal	Tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9, 410	60, 335 20
Embroidery	Kilog.	1, 447	15, 562, 000	.....	.....	.....	.....	.....	.....	4	150, 000	.....	.....	.....	.....	1, 451	15, 712 00
Hides, green	do	.....	.....	.....	.....	39, 073	10, 894, 000	.....	.....	.....	.....	.....	.....	.....	.....	39, 073	10, 894 00
Sundries .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Onions	Kilog.	110	3, 000	260, 760	6, 606, 000	41, 000	42, 131, 000	.....	.....	.....	.....	.....	.....	.....	.....	331, 870	55, 718 00
Oranges	do	15, 050	322, 000	.....	.....	.....	520, 000	.....	.....	.....	.....	.....	.....	.....	.....	15, 050	5, 486 00
Potatoes	do	.....	.....	46, 550	1, 011, 000	12, 354	303, 000	.....	.....	.....	.....	.....	.....	.....	.....	68, 424	1, 507 00
Sugar	do	.....	.....	.....	.....	302, 359	63, 136, 000	.....	.....	.....	.....	.....	.....	.....	.....	302, 359	63, 136 00
Wine	Litre	215, 020	122, 237, 000	6, 093	3, 555, 000	37, 446	20, 543, 000	718	312, 000	12, 034	5, 144, 000	45, 190	23, 000, 000	6, 246	3, 730, 000	.....	178, 481 00
Total .....	.....	.....	142, 640, 000	.....	15, 705, 000	.....	143, 074, 000	.....	779, 000	.....	6, 134, 000	.....	25, 020, 000	.....	6, 408, 320	.....	397, 435 20

NOTE.—All the figures under the heads of "value" denote reis, (1,000 of which are equal to one American dollar in gold,) except the column 5 under the head of "total value;" there the amounts are in the currency (gold) of the United States.

AUGUST 28, 1867.

I have the honor to inform you that by a late law of the Portuguese government the export duty of \$5 the pipe on Madeira wine has been removed, and to compensate for the loss of which revenue a tax has been placed on the retail of the following articles, viz :

Salt beef, two cents per kilogram and two pounds two ounces.

Salt pork, one cent per kilogram and two pounds two ounces.

Rice, one cent per kilogram.

Brandy, (cane,) five cents per litre.

Cognac and gin, six cents per litre.

Wine, one cent per litre.

Beer, two cents per litre.

Vinegar, one half cent per litre.

Olive oil, one cent per litre.

Fish and petroleum oils, one half cent per litre.

SEPTEMBER 2, 1867.

Herewith I have the honor to transmit the usual annual statement of the trade movements of this port for the year 1866.

Enclosure No. 1 exhibits the imports, No. 2 the exports, and No. 3 a statement of the shipping.

Neither the statement of imports or exports* exhibit the correct amounts received from or sent to the United States, as articles are almost continually imported and exported from and to America by the way of England and Portugal, such as flour, pork, and bacon, staves, &c., the former and wine by way of the two latter. The sugar manufactured here is nearly all exported to Lisbon. The crop of wheat this year will probably fall a little short of that of 1866, in consequence of a portion of the ground being occupied by the new vines. The sugar made on this island is very good, and commands as a wholesale price some 10 cents per pound.

The vines have not produced so heavily this year as last, but still the crop is good, and in consequence of the larger vine-producing surface this year over 1866, the quantity of wine will be quite equal if not over that of last year.

The balance of exchange is heavily against the island, and has been nearly the whole of this year, in consequence of the very limited number of strangers here last winter. The prospects for the present or coming winter are much better. From the last-mentioned fact, it might be presumed that provisions would be cheaper. But not so; fresh provisions remain about the same; if anything, a little on the increase, from the fact that considerable of these are exported to Lisbon in the regular steamers that run from Funchal to that place.

SEPTEMBER 30, 1867.

* * * I have now the honor of stating that the grape crop has just been gathered, and the estimated result is 5,000 pipes of wine of 110 gallons to the pipe, which is about the same as last year. The grape growing surface was much greater than last year, but the season proving less favorable, a less quantity in proportion was realized, but at the same time the quality of the wine is said to be better. Madeira wine heretofore has been invariably cured by the addition of a considerable percentage of common cane brandy, but as the public taste is rather inclined towards the milder qualities of wine, and the yield this year is so very fine in quality, some parties are, I am informed, making the experiment of curing it without the addition of brandy, which, if it succeeds, will give a very fine table wine.

* The figures do not show a correct statement of the business with the United States.

I have had a statement placed before me showing the yield from the sugar cane growth of the island for the year 1867, which is as follows :

Sugar, (brown,) first quality.....	1, 080, 000 pounds.
Sugar, (brown,) second quality.....	360, 000 "
Total	1, 440, 000 "

Valued at \$146,250, which is a fraction over 10 cents the pound.

Molasses.—Thirty-six thousand gallons, producing in brandy 18,000 gallons, valued at 70 cents per gallon. This yields a total in value of \$12,600.

Brandy.—That manufactured directly from the cane amounted to about 144,000 gallons, which, valued at 70 cents per gallon, gives \$100,800, which total value of the cane product is recapitulated thus :

Sugar, (brown,) first quality.....	\$114, 750
Sugar, (brown,) second quality.....	31, 500
Molasses, (made in brandy)	12, 600
Brandy, (made direct from the cane)	100, 800
Total value of cane crop	259, 650

Statement showing the description and value of the exports from Funchal to the United States for the year ended September 30, 1867, (compiled from official invoices.)

Description.	Where produced.	Value, including costs and charges.
Madeira wine	Madeira	\$12, 942 46
Raisins and corkwood	Portugal	73 00
Tomato paste	Madeira	30 50
Raisins and wickerwork.....	Madeira	415 40
Salt, (as ballast)	Portugal	300 00
Embroidery	Madeira	3, 656 12
Total.....	.....	17, 417 48

Oporto—HENRY W. DIMAN, *Consul.*

Statement showing the description and value of the exports from Oporto to the United States during the year ended September 30, 1867, (compiled from official invoices.)

Description.	Value, including cost and charges.
Wine	\$23, 108 08
Corkwood.....	31, 184 70
Argols	19, 374 22
Salt	2, 625 69
Coffee	4, 018 40
Corks.....	471 18
Total	80, 782 27

FAYAL—C. W. DABNEY, *Consul*.

Statement showing the description and value of exports from this port to the United States for the quarter ended December 31, 1866, (compiled from consular returns.)

Description.	Value.	
	<i>Reis.</i>	<i>Dolls.</i>
Straw hats and plates	498	740
Embroideries	83	600
Total for quarter ended December 31, 1866	582	340
Total for quarter ended March 31, 1867	4,965	929
Total for quarter ended September 30, 1867	2,058	679
Total for 9 months	7,606	948

POSSESSIONS AND DEPENDENCIES.

ST. PAUL DE LOANDA—A. A. SILVA, *Commercial Agent*.

JUNE 30, 1867.

* * * * *

Form No. 14, for quarter ended this day, shows a slight increase of American trade over recent quarters. In former years, previous to the war, the importations from the United States to this port were very large and continually on the increase. Unfortunately, our domestic difficulties prevented the importation of cotton goods from the United States, on account of their high cost. Coast traders were obliged to seek theirs in England, and thus British commerce has increased to the disadvantage of American. Previous to the war scarcely a British vessel visited this port; now there are seldom less than from three to five in the harbor. The principal cotton goods imported from England are imitations of American fabrics, and many qualities of American goods would now be preferred if they could compete in price with British manufactures. America in former years found a large market for produce; in fact, for twenty years they monopolized the entire trade. Now the articles are imported in quantity from England.

The present trade between this port, Boston and New York is chiefly confined to rum, which forms at least three quarters of every vessel's cargo. American rum has the preference in the market over that of any other country. The consumption is about 4,000 pipes per annum. About 1,000 pipes are imported from the United States, which sell at about 40 to 50 cents a gallon in bond, in exchange for palm oil at about 40 cents a gallon, shelled peanuts at 3 cents per pound, Angola gum copal and Benguela pickled gum at 15 cents per pound, hides at 8 cents per pound, fish oil at 40 cents a gallon, and coffee at 13 cents a pound. Vessels of 300 tons are usually about four months negotiating a homeward cargo. The port charges for a vessel of this size are about \$80 each time.

Freights to England are about £3 per ton, and exchange three months' bills $2\frac{1}{2}$ per cent. discount.

I am collecting information to enable me to make out an elaborate report of the trade done on this coast, in which report I shall include the Congo river and vicinity, which place has increased very rapidly in commercial importance since slaves ceased to be shipped from there, so as to elicit the admiration of all advocates of freedom.

BELGIUM.

ANTWERP—JOHN WILSON, *Consul*.

SEPTEMBER 30, 1867.

I have the honor to lay before you some statistical and other information relating to the commerce, navigation, docks, entrepot, and port charges of Antwerp, as well as a brief notice of the manufactories, agriculture, and public health of the province during the year 1866.

The fact that the report of the minister of finance containing the official commercial statistics for the kingdom will not be published until near the close of the present year has induced me to submit this information in advance of my annual report, which I hope soon to be able to present.

The year 1866 began under most favorable auspices for the commercial interests of Antwerp. The chamber of commerce, in its report for 1865, while deploring the disastrous effects of the war upon trade with our country, expressed the hope that the restoration of peace would bring about, during the ensuing year the former relations of commercial reciprocity, and that political tranquillity in Europe would favor commercial prosperity. In a word, much was expected of 1866. But these expectations were not destined to be realized. Not only did the general commercial transactions with the United States remain without material improvement, but the financial crisis in England, the fearful visitation of the cholera, which raged in this city for three months, and the German war interrupting for a time relations with that country, and inspiring fears of a general European conflict, checked enterprise in every department and produced an injurious effect upon all branches of industry.

Nevertheless the statistics of importation, as compared with those of 1865, show an increase for 1866 of 140,525,635 kilograms on merchandise entered according to weight, and of 177,437 francs on merchandise entered according to value. There was also an increase of 32,290 hectolitres in the importation of wines, beers, and liquors. The accompanying tables, Nos. 1 and 2, will present a general view of the importations of Antwerp during the years 1866 and 1865, indicating the excess or diminution for 1866 on each article. The sixth column shows the duty paid on the articles denoted in the first, and may be considered an epitome of the Belgian tariff.

TABLE No. 1.—*Importations.—Merchandise entered according to weight, in kilograms.*

Description.	1866.	1865.	Increase for 1866.	Decrease for 1866.	Duty per 100 kilograms.	Whence imported.
Barley	27,507,486	22,795,950	4,711,536	.....	Free	Holland and Turkey.
Cacao	417,287	445,669	.....	31,382	15 francs	Hanseatic Towns.
Choucheou	47,119	.....	.....	33,741	Free	England.
Cheese	967,482	942,204	25,188	.....	10 francs	Holland.
Coal	42,392,416	2,475,940	39,916,476	.....	Free	Holland and Brazil.
Coffee	18,129,819	21,140,213	.....	3,010,394	13.20 francs	Holland and England.
Copper, unwrought	2,239,201	957,424	1,281,777	.....	Free	England and Holland.
rolled	380,907	378,444	2,463	.....	10 francs	England.
Cotton	11,777,100	3,863,193	7,913,907	.....	Free	England and Sweden.
Drugs and chemical products	8,019,079	6,244,912	1,774,167	.....	Free (chiefly)	England and France.
Dyes and colors	3,505,295	2,578,785	926,510	.....	Free	England and England.
Fertilizers, other than guano	13,344,316	9,022,304	4,322,012	.....	Free	Holland and Norway.
Fish	3,477,401	3,448,091	29,310	.....	1 franc	Holland and France.
Flour, bran, and biscuit	2,913,335	1,995,318	918,017	.....	1.50 franc .....	.....
Fruits:						
Almonds	153,587	123,492	30,095	.....	20 francs	Spain and Italy.
Lemons, oranges, and figs	3,730,500	3,101,588	628,912	.....	6 francs	Spain and Italy.
Prunes and raisins	3,283,225	1,354,300	1,928,925	.....	15 francs	Ionian Islands and France.
Glass, ordinary	24,255	24,913	.....	658	1 franc	Prussia and England.
Grains, oleaginous	42,861,016	69,550,511	.....	26,689,495	Free	Russia and Egypt.
Guano	69,273,060	14,015,000	55,258,000	.....	Free	Peru.
Hides and skins, raw	17,770,306	18,669,426	.....	899,120	Free	South America.
prepared	76,608	58,541	18,067	.....	Varies	England.
Honey	940,562	501,737	438,835	.....	12 francs	United States and Cuba.
Hops	989,753	501,485	794,273	.....	Free	England and France.
Iron ore	161	127,747	.....	127,586	Free	Sweden and Norway.
Iron, pig and old	19,203,474	16,835,005	2,368,469	.....	0.50 franc	England.
Iron, wrought and rolled	1,462,514	1,537,092	.....	74,488	1 franc	England.
Manufactures	924,455	225,329	59,126	.....	4 francs	England.
chains, anchors, &c.	228,576	74,045	154,531	.....	Free	England.
Lead	1,039,918	3,365,810	.....	2,205,892	Free	Prussia.
Licorice	53,100	96,241	.....	43,141	10 francs	Holland and France.
Machines	1,773,167	1,755,332	17,815	.....	Free	England and France.
Minerals	70,181,233	75,173,884	.....	4,992,657	Free	Spain and England.
Mollasses	571,266	2,839,492	.....	2,268,226	15 francs	Holland and France.
Oil, grain, and lubricating	3,983,200	4,007,679	.....	114,479	Free	England and Spain.
olive	633,714	1,399,905	.....	746,191	Free	Spain and Holland.
cake	479,050	308,149	170,901	.....	Free	Prussia.
Paper	100,229	100,785	55,454	.....	4 to 8 francs	England and Holland.
Petroleum, crude	7,593,453	2,185,619	5,407,834	.....	Free	United States and England.
Petroleum, refined	41,734,643	19,107,484	22,627,159	.....	Free	United States and England.
Pewter	326,755	195,815	.....	200,940	Free	Holland and England.
Rags	912,609	1,020,619	.....	107,950	Free	England and France.
Resinous and bituminous substances	36,753,872	26,575,638	10,224,814	.....	Free	England and France.

TABLE No. 1.—*Imports entered according to weight, in kilograms—Continued.*

Description.	1866.	1865.	Increase for 1866.	Decrease for 1866.	Duty per 100 kilograms.	Whence imported.
Rice.....	34,649,714	18,804,215	5,845,499	.....	1 to 1.50 franc	India and England.
Rye.....	10,371,609	7,848,110	2,533,499	.....	0.60 franc	Russia and France.
Salt.....	13,313,370	11,300,458	2,012,814	.....	Free	England.
Silks.....	11,201	18,519	.....	7,318	Free	England and France.
Soap.....	253,038	200,456	52,582	.....	6 francs	France and Holland.
Steel, unwrought.....	3,714,049	1,975,329	1,738,720	.....	1 franc	England and Prussia.
Stone.....	795,454	116,383	679,071	.....	4 francs	England and Prussia.
Sugar.....	5,584,724	5,211,961	372,763	.....	Free	Italy and Holland.
Tea.....	18,490,689	17,979,369	510,729	.....	54 francs	West Indies and Holland.
Textile fabrics, cotton.....	2,428,993	1,790,525	638,468	.....	Free	Italy and Holland.
silk.....	47,387	31,286	16,301	.....	Free	Italy and Holland.
wool.....	162,365	164,166	.....	1,861	90 francs	England and Holland.
linen.....	311,215	354,603	.....	43,388	50 to 3.25 francs	England and France.
other.....	80,462	2,930	9	.....	2.60 franc	England and Holland.
Thread and yarn, cotton.....	516,975	64,058	16,404	.....	3 francs	France and England.
wool and hair.....	55,830	505,026	11,949	.....	10 to 50 francs	England.
flax.....	86,757	81,301	.....	25,471	20 to 30 francs	France and England.
Tin.....	59,866	92,957	.....	6,200	10 to 30 francs	England and France.
Tobacco, raw.....	4,056,511	63,844	.....	3,978	3 to 10 francs	England and Holland.
Tobacco, manufactured.....	73,863	4,592,726	.....	536,215	13 to 20 francs	United States and Holland.
Vegetables.....	19,406,086	20,710,437	.....	1,304,371	Free	England and Holland.
Vegetable textiles.....	7,168,869	9,191,967	.....	2,023,098	Free	Holland and England.
Wax.....	106,075	112,007	.....	5,432	Free	England and Russia.
Wheat.....	42,036,503	28,069,836	13,966,667	.....	0.60 francs	France and Denmark.
Wood, mahogany.....	2,515,231	3,128,896	.....	613,665	3 to 9 francs	United States and England.
dye.....	5,686,927	7,671,610	.....	1,984,683	5 francs	Hayti and South America.
Wood.....	37,170,907	35,534,760	1,636,147	.....	Free	Rio de la Plata.
Zinc.....	644,035	720,953	.....	76,918	Free	Russia and Holland.
Sundries.....	17,218,020	20,769,542	.....	3,491,522	.....	.....
Total.....	678,605,882	538,080,247	192,061,687	51,536,052	.....	.....

TABLE No. 2.—*Importations.—Merchandise entered according to value, in francs.*

Description.	1866.	1865.	Increase.	Diminution.	Duty per 100 kilograms.	Whence imported.
Art	249,897	307,423	.....	57,526	free	England and France.
Chemical produce.....	3,173,677	2,180,578	992,799	.....	free	England and Peru.
Copper.....	75,453	46,875	28,578	.....	10 francs	England and France.
Fruits, chiefly green	189,557	112,852	76,705	.....	10 francs	Holland and Italy.
Glass and crystal	26,558	27,985	.....	1,397	10 francs	France and England.
Groceries.....	367,490	502,387	.....	134,897	15 francs	Holland and England.
Hides, cuttings	3,080,521	2,812,675	267,846	.....	free	Rio de la Plata.
Laces and rulle, cotton	40,724	36,772	3,952	.....	5 to 10 francs.....	England and France.
Laces, rulle, and shawls, silk	14,116	88,676	.....	74,560	10 francs	England and France.
Mercury	414,376	459,330	.....	44,954	10 francs	England and Prussia.
Oil-cloth.....	85,083	103,304	.....	18,221	10 francs	England and France.
Perfumery	42,783	30,600	3,183	.....	10 francs	France and Holland.
Porcelain and delf	78,735	176,334	.....	97,579	10 francs	England and France.
Stone, polished	12,313	36,000	.....	23,687	10 francs	Italy and England.
Vegetables	528,489	437,884	90,605	.....	free	Holland and Germany.
Woods	82,775	60,031	22,744	.....	5 francs	Holland and Russia.
Sundries	1,295,713	2,251,865	.....	856,152	.....
Total.....	9,858,310	9,680,871	1,456,412	1,308,973	.....

It is impossible, without knowing the correct value of almost every article for the year, to give exactly the total value of the imports or exports of Antwerp, as the majority of merchandise pays a specific duty, and in such cases the custom returns represent only the weight or other measurement. For the same reason, neither the imports nor the exports are comprised in a single table, but those entered according to weight and those according to value form separate exhibits.

On the contrary, the statistics of exportation for 1866, as compared with those of 1865, show a decrease of 39,356,593 kilograms on merchandise entered according to weight, and 1,055,769 francs on merchandise entered according to value.

The accompanying tables, numbered 3 and 4, exhibit a comparative statement of the exports for the years 1866 and 1865 :

TABLE No. 3.—*Exportation.*—Merchandise entered according to weight, in kilograms.

Description.	1866.	1865.	Increase for 1866.	Decrease for 1866.	Whither exported.
Butter.....	369,964	305,311	64,653	.....	England.
Candles.....	3,114,176	3,135,895	.....	21,719	England and France.
Cheese.....	171,887	91,688	80,149	.....	England.
Coal.....	17,191,720	28,049,385	.....	10,857,665	France and Holland.
Copper, wrought.....	136,517	163,936	.....	67,419	England and Holland.
Drugs.....	1,164,358	627,943	.....	537,115	Prussia and England.
Dyes.....	4,164,188	7,066,583	.....	2,902,395	England and United States.
Glass:					
Bottles.....	330,257	.....	330,257	.....	England and Holland.
Window.....	16,293,015	11,984,056	4,308,959	.....	United States and England.
Grains:					
Wheat, rye, and barley.....	15,003,437	15,251,643	.....	248,186	Holland and England.
Flour, meal, pearl, &c.....	2,968,478	2,542,335	496,143	.....	England and Holland.
Others unspecified.....	1,824,391	1,948,246	.....	123,855	England and Holland.
Hops.....	1,024,137	850,923	173,214	.....	England and Holland.
Iron:					
Ore and filings.....	1,769,853	.....	1,769,853	.....	England.
Pig and old.....	782,580	256,687	525,893	.....	England and United States.
Cast.....	183,079	232,378	.....	49,299	Holland.
Wrought.....	78,000,011	71,375,804	6,624,207	.....	Egypt and Holland.
Manufactures of.....	1,080,992	9,741,781	.....	8,661,489	England and Hanseatic Towns.
Lard and animal fat.....	3,681,480	3,188,566	492,914	.....	United States and England.
Lead.....	1,960,817	3,430,031	.....	1,469,214	England and United States.
Leather.....	29,881	14,447	15,434	.....	Holland.
Lime.....	337,660	.....	337,660	.....	Cuba, Porto Rico, and Spain.
Machinery.....	4,323,472	6,888,527	.....	2,665,055	England and Holland.
Minerals.....	12,874,300	12,348,417	525,883	.....	England and England.
Oil, grain and lubricating.....	1,610,253	1,000,276	609,977	.....	Prussia and Brazil.
Paper.....	9,960,130	10,115,681	.....	155,551	England and Brazil.
Pewter.....	5,166	408	4,758	.....	England and Russia.
Potatoes.....	245,740	443,857	.....	198,111	England, Holland, and Porto Rico.
Powder.....	49,402	65,396	.....	15,994	Western Africa
Steel:					
Manufactures of.....	16,066	6,381	9,685	.....	England and France.
Unmanufactured.....	114,803	106,354	8,449	.....	Brazil.
Stone.....	50,864,489	43,433,018	7,431,471	.....	England, Cuba, and Porto Rico.
Sugar.....	19,549,323	14,863,885	4,685,638	.....	England and Italy.
Tann bark.....	4,916,935	4,884,151	32,784	.....	England and Brazil.
Textile fabrics:					
Cotton.....	1,652,473	1,237,252	415,221	.....	France and Holland.
Woolen.....	890,101	914,643	.....	15,542	England and United States.
Linen.....	1,170,164	1,438,014	.....	257,850	Cuba, Porto Rico, and Hanseatic Towns.
Silk.....	2	328	.....	336	England.

TABLE No. 3.—*Exportation.*—*Merchandise entered according to weight, in kilograms.*—*Continued.*

Description.	1866.	1865.	Increase for 1866.	Decrease for 1866.	Whither exported.
Thread and yarn:					
Cotton.....	38,125	54,374	.....	.....	Holland and England.
Wool.....	1,534,882	1,578,562	.....	16,249	England and Holland.
Flax.....	322,446	287,763	34,683	53,740	Luxemburg and Holland.
Tobacco.....	98,604	185,331	.....	86,727	England and France.
Vegetables.....	6,141,362	4,142,984	1,998,378	.....	England and Holland.
Vegetable textiles.....	7,396,197	10,399,205	.....	3,003,008	England and France.
Wax.....	928	27,420	.....	26,492	England and Switzerland.
Wool.....	5,238	309,624	.....	314,386	German States.
Zinc.....	14,289,898	11,988,446	.....	.....	England and United States.
Sundries.....	49,630,711	91,521,912	2,301,452	41,891,201	.....
Total.....	339,172,548	378,529,141	33,724,880	73,081,473	.....

TABLE No. 4.—*Exportation.*—*Merchandise entered according to value in francs.*

Description.	1866.	1865.	Increase for 1866.	Decrease for 1866.	Whither exported.
Arms.....	5,206,184	7,385,740	.....	2,179,556	England and Hanseatic Towns.
Art, objects of.....	708,935	404,919	244,036	.....	England and United States.
Carriages.....	427,910	567,433	.....	139,523	Turkey and Russia.
Chemical products.....	504,212	618,124	.....	113,912	Prussia and England.
Clothing.....	216,128	252,999	.....	36,871	France and England.
Copper, manufactures of.....	35,416	74,232	.....	38,816	England and Holland.
Fruits.....	2,661,585	1,699,532	962,053	.....	England.
Furniture.....	471,899	531,060	.....	106,161	Holland and Chili.
Glass: Plate.....	1,030,020	.....	.....	.....	England and United States.
Glass: Other.....	2,732,083	3,027,469	1,039,020	275,886	England and United States.
Leather, manufactures of.....	333,971	329,729	.....	3,758	England and Holland.
Mercury.....	598,787	1,009,157	.....	440,370	England and Rio de la Plata.
Musical instruments.....	56,395	33,530	22,865	.....	Chili and England.
Oil cloth, other unspecified fabrics.....	166,877	151,031	15,846	.....	Holland and France.
Stone, polished and cut.....	633,879	548,444	85,395	.....	Holland and Holland.
Tin.....	350	10,410	.....	10,060	England and Russia.
Tulle: Cotton.....	16,555	.....	16,555	.....	England and Hanseatic Towns.
Silk and linen.....	78,600	.....	78,600	.....	England and United States.
Vegetable substances.....	103,563	156,975	.....	53,412	France and England.
Sundries.....	2,479,397	2,599,211	.....	119,814	.....
Total.....	18,454,726	19,510,495	2,464,370	3,520,139	.....

The direct transit (not included in general importations or exportations) shows an increase, as compared with 1865, of 14,250,000 kilograms on merchandise entered according to weight, and 1,000,000 francs on merchandise entered according to value, the respective totals for 1866 being 46,354,384 kilograms and 2,882,230 francs.

The indirect transit, partially merchandise, which being free from duty was declared imported, and was afterwards exported, amounted in 1866 to 119,131,200 kilograms in goods entered according to weight, and to 1,507,000 francs in goods entered according to value—an increase of 7,978,921 kilograms upon the former, and a diminution of 997,000 francs upon the latter, as compared with the figures of 1865. Twenty-three thousand hectolitres of eau-de-vie, wine, beer, and vinegar, were declared in transit in 1866, against 19,000 hectolitres in 1865.

Antwerp is the chief market in Europe for the wool of the La Plata. The total importation of wool in 1866 amounted to 121,687 bales, against 115,558 in 1865, of which 88,062 bales in 1866 and 77,991 bales in 1865 were from the la Plata. The extensive manufactories of woollen goods at Verriers and in Rhenish Prussia are almost entirely supplied from this market. Large quantities are accumulated in the entre ports of the city, and disposed of at public auction, at which sales the manufacturers chiefly lay in their stocks.

The direct and indirect importations of cotton amounted to but 46,067 bales in 1866.

This branch of commerce, which formerly occupied a prominent place at this port, is now of little importance, and the Belgian and Rhenish-Prussian manufacturers are chiefly supplied from Havre.

The importation of other textile materials consumed by the manufacturers in the interior shows a decrease, as compared with that of 1865, of 2,000,000 kilograms, the total in 1866 being 7,200,000 kilograms; of this amount 3,500,000 kilograms was flax. Holland, Königsberg, Riga, England, and St. Petersburg supply this market.

The importation of guano in 1866 amounted to 69,000,000 kilograms, against 14,000,000 kilograms in 1865.

This valuable fertilizer is used extensively in all the agricultural districts in the kingdom.

Although the crop of 1865 was abundant, the importation of grain in 1866 was larger from the Black sea and the Baltic. A large proportion of this importation is resold for consumption in Rhenish Prussia.

The importation of fire-arms, which in 1865 attained 7,385,740 francs, fell in 1866 to 5,200,184 francs. This diminution was chiefly in the exportation to England, which in 1866 was 2,997,225 francs, against 4,685,524 francs in 1865.

The exportation of rails and other railroad materials was largely augmented during the year 1866. Contracts have lately been entered into with companies at Odessa and St. Petersburg, which will still further increase the exportation for 1867. Twenty-six thousand two hundred tons of rails were shipped to Cronstadt in 1866.

The accompanying table, No. 5, will give a comparative view of the commerce of Antwerp with the United States during the years 1866 and 1865.

TABLE No. 5.—*Comparative statement showing the commerce of Antwerp with the United States for the years 1866 and 1865.*

	1866.				1865.			
	Imports.		Exports.		Imports.		Exports.	
	Francs.	Kilograms.	Francs.	Kilograms.	Francs.	Kilograms.	Francs.	Kilograms.
Arms			174, 860				185, 260	
Art.	150		65, 460		800		No returns	
Cacao						15, 025		
Carriages							1, 348, 163	
Chemical prod'ts.			20, 900			27, 428		89, 249
Coal				981, 235				107, 000
Coffee		983, 232				1, 688, 697		
Copper	80	9, 539	3, 000		700			
Cotton		204, 075						
Drugs		4, 917		35, 560		679		1, 680
Dyes and colors.		208, 900		792, 449		227, 612		399, 900
Fruits	109					1, 584		
Furniture			6, 410				14, 100	
Glass			707, 000	5 499, 384			793, 345	450, 588
Grains		1, 439, 335				89, 387		
Groceries					70, 031			
Hides		130, 000				136, 090		
Hide cuttings.	2, 350				31, 500			
Honey		220, 350				25, 891		
Hops		11, 481				24, 153		625
Iron		740		5, 191, 137		1, 019		6, 982, 507
Lard		612, 486				519, 552		
Lead				1, 235, 000				1, 181, 854
Leather			11, 900	4, 267				333
Liquors & wines.	Hectol.	30	Hectol.	29				
Machinery		1, 157		7, 539		435		3, 500
Mercury	4, 401		1, 250		7, 383		500	
Metals and clays.		1, 814, 025		309, 161		149, 852		232, 882
Musical instrum'ts.			1, 000					
Oil						3, 400		1, 364
Paper				524, 087				152, 859
Petroleum		49, 327, 046				21, 293, 103		
Rags		5, 900				4, 800		
Resinous and bituminous substances.		3, 651, 853				215, 917		
Stone			5, 000	211, 863		150		28, 445
Sugar				14, 813		183		No returns.
Textile fabrics			1, 800	72, 261				21, 043
Tobacco		2, 120, 759		627		2, 756, 325		185
Wax		13, 247				10, 988		
Wood	7, 516	1, 707, 221			1, 601	2, 677, 072		
Wool		128, 525						69, 200
Zinc				3, 357, 552				1, 348, 163
Sundries	1, 009	74, 874	113, 665	175, 191	54, 401	79, 582	80, 970	
Total	15, 597	62, 609, 662	1, 112, 245	16, 412, 426	166, 416	29, 948, 924	2, 422, 338	11, 071, 377

By far the most important article of exportation from the United States to this port is petroleum. The total importation in 1866 amounted to 400,000 barrels, against 170,000 in 1865, and 230,000 in 1864. The proportion of refined to crude was about as six to one. Antwerp supplies almost the entire German and Swiss markets, and the growth of the trade, resulting from the superior position of this port, and its direct and short communication by rail with Germany, is a practical proof of its advantages as a base for German transatlantic commerce.

Owing to its cheapness, petroleum has long since become the popular illuminating oil in Belgium, although it has by no means universally supplanted the rape-seed oil among the wealthier classes, being considered more or less dangerous. The amount consumed in and around Antwerp is estimated at 13,000 barrels.

Notwithstanding the great growth of the trade, the year 1866 was a disastrous one to the importers. In the month of January "blanc type" (white type) was quoted at from 90 to 95 francs per 100 kilograms, (34½ gallons,) from which

time it gradually fell until July, when it stood at 52 to 56 francs. During the latter part of August and September it rallied and reached 72 francs. In the beginning of October, however, commencing to decline, it fell gradually to 52 francs, at which price it was quoted on the 31st of December. Thus the year opening at 95 francs, closed at 52. The result of such a decline without any apparent cause, and especially during the season when prices are usually highest, owing to the increased demand for winter consumption, was naturally to render all speculation dangerous. During the months of July, August, and September large contracts were made for oil to be delivered in November and December, at prices varying from 68 to 72 francs, which oil, when thrown upon the market at that time, brought but from 52 to 56 francs. The extent of the production in the United States had not been fully known, and an expected increase in the demand of the German market, as a natural result of a longer acquaintance with the superiority of petroleum as an illuminating oil, stimulated the merchants of Antwerp with the hope of handsome profits and increased sales. Consequently the orders from Antwerp houses were heavy. American parties, too, encouraged by the profits of 1865, shipped large quantities on their own account, and the result was that the market became overstocked and great losses were sustained. Thus far during the present year the importation has continued to be large, the prices low, and the profits small. The average price for "blanc type" was, in January, 35; in February, 53; in March, 49; in April, 46; in May, 44; in June, 41½; in July, 43; in August, 45½; and during the present month 52 francs per 100 kilograms.

Petroleum is classed here as "blanc eau," (white water,) "blanc type," (white type,) "demi blanc," (half white,) and "paille clair," (light straw.) The official quotations are of "blanc type," and this is the quality usually dealt in. It is always sold by the hundred kilograms, which equals 34½ gallons. The conditions of sale are 20 per cent. tare; 2 per cent. discount; 30 days, and deduction of interest at 5 per cent. for cash.

The following is a translation of the new regulations adopted by the commercial council concerning the discharge, embarkation, and storing of petroleum, naphtha, benzine, and other natural and artificial mineral oils, at its session of September 11, 1867:

The commercial council of Antwerp, desiring at the same time to promote public security and the interests of commerce; in view of the regulations of October 24, 1862, and September 26, 1863; in view of the report of a special committee, dated August 28, 1866; in view of the commercial law of 1836, orders:

ARTICLE 1. The master of any vessel laden wholly or in part with petroleum, naphtha, benzine, or any other natural or artificial mineral oil, shall, before he is authorized to moor his ship to the quay or take it into dock, declare the nature and quantity of his cargo. This declaration shall be made in writing, at the office of the captain of the port, who shall designate the place where the vessel shall be discharged.

ART. 2. The discharge shall commence, at latest, twenty-four hours after the vessel is at the place designated, and must be accomplished at least at the rate of 500 barrels per working day, and that without interruption.

ART. 3. The merchandise above indicated in article 1 is not allowed upon the quays of the river or basins. The city will place at the disposition of those interested, as far as possible, an enclosure, whither the refined petroleum which shall not be immediately removed may be transported. The barrels may remain in the said enclosure for the purpose of procuring specimens, &c., for twenty-four hours from the morning of the day subsequent to their being placed there. If the proprietor does not effect their removal within the time allowed they shall be transferred by the city to their sheds (hangard) at his expense and risk. Crude petroleum, naphtha, benzine, or any other natural or artificial mineral oil than refined petroleum, shall not be received into the above-mentioned enclosure.

ART. 4. Neither fire nor light shall be allowed aboard vessels laden with the merchandise enumerated in the above article 1. The hatches of such vessels shall remain constantly open, and the crew shall not live aboard.

ART. 5. Persons are prohibited from approaching vessels laden with the merchandise denominated in the above article 1 with lights, lighted pipes, cigars, or even with chemical matches. The same prohibitions apply to the enclosure and sheds serving as depots for the above-mentioned merchandise.

ART. 6. The merchandise designated in the above article 1 shall be stored only in the sheds provided for this purpose by the permanent committee of the provincial council.

ART. 7. The use of the above-named enclosure and sheds is at the risk and peril of the owners of the merchandise deposited there, without any responsibility on the part of the city.

ART. 8. For the use of the sheds of the city the charge shall be per 100 kilograms, (gross,) and per month as follows, viz :

When placed 5 barrels high, 10 centimes.

When placed 4 barrels high, 12 centimes.

When placed 3 barrels high, 15 centimes.

When placed 2 barrels high, 20 centimes.

When placed 1 barrel high, 30 centimes.

The payment of storage is exacted integrally for each month commenced. The above charges shall be reduced one-half in case the barrels be placed upon the uncovered grounds of the city designated for that purpose.

ART. 9. The embarkation of the merchandise mentioned in the above article 1 is prohibited in the basins or in the navigable canals of the city. The place of embarkation reserved for each vessel shall be indicated by the captain of the port. For such information masters of vessels must apply to the office of this functionary. Whatever their importance, such embarkation must be effected so that the barrels be aboard before sunset.

ART. 10. Every violation of any of the above regulations shall be punished by a fine of fifteen francs, or an imprisonment of from one to five days, or both, according to the gravity of the offence, and this without a remission of other penalties which may be imposed by law, or of damages which, in case of trial, may be pronounced against delinquents; moreover, the communal administration may cause those regulations to be executed at the risk and peril of the parties to whom it appertains to perform them, and even, if necessary, order vessels to be withdrawn into the stream without any responsibility to the city.

ART. 11. The regulations of October 24, 1862, and September 21, 1863, are hereby abolished.

The place appropriated for the discharge of petroleum vessels is entirely insufficient at present. It is an intermediary passage from the Scheldt to one of the basins, and is not capable of containing more than three vessels at one time. When, as was the case during the past winter, the arrivals of petroleum-laden vessels succeeded each other rapidly, some are obliged to ride in the stream, exposed to the dangers of wind and tide, until their turn arrives to discharge. Such a delay was last winter the occasion of a joint protest, on the part of the masters of petroleum-laden vessels, which procured for them permission to enter one of the regular basins. It was, however, a temporary provision, for the then present emergency. There is no particular want of dock room at this port, but it is considered dangerous to allow these vessels to enter the basins crowded with other shipping, and therefore they are excluded. The necessity of some more adequate provision is strongly felt and warmly urged by those interested in the petroleum trade, and doubtless the communal authorities will take action in the matter. The city authorities have provided four sheds, capable of containing 40,000 barrels, at a sufficient distance from the shipping and town, not to endanger either in case of fire. In addition to these, there are sheds belonging to private individuals at Merxen, a village in the vicinity, capable of receiving 80,000 barrels. The question of constructing tanks submerged in a reservoir of water, which would admit of neither danger from fire nor loss by evaporation, has been discussed, but as yet without result. It is, doubtless, an excellent idea, and may be adopted later.

There was an increase of 75 vessels, and of 125,313 tonnage, in the arrivals at Antwerp in 1866, as compared with 1865. The total number of vessels entering the port in 1866 was 3,085, measuring together 901,556 tons, against 3,010 in 1865, with an aggregate tonnage of 776,243. The accompanying tables, numbered 6 and 7, give the comparative number and tonnage of the vessels entering this port during the years 1866 and 1865, as well as the ports whence they came and whither they went.

TABLE NO. 6.—*Comparative statement showing the number and tonnage of the vessels of different nations entered at Antwerp during the years 1866 and 1865.*

Nationality.	1866.			1865.		
	No. of vessels.	Total tonnage.	Average tonnage.	No. of vessels.	Total tonnage.	Average tonnage.
American	32	29,451	920	18	15,880	882
Belgian	147	63,784	434	180	67,328	374
Danish	148	19,372	131	130	16,599	130
Dutch	167	31,917	191	146	23,748	146
English	1,405	479,593	341	1,185	356,919	301
French	281	36,554	130	385	45,237	117
Hanoverian	159	20,020	126	148	21,662	146
Norwegian	256	66,067	258	354	86,167	243
Prussian	143	39,793	278	132	36,082	273
Swedish	42	12,070	287	46	11,830	257
Divers	305	102,935	337	286	94,791	331
Total	3,085	901,556	292	3,010	776,243	257
Steamers	1,047	249,425	.....	861	328,473	.....

Total increase for 1866, 75 vessels, and 125,313 tons; steamers 186, and 100,952 tons.

TABLE NO. 7.—*Statement showing the number of vessels arrived at and cleared from the port of Antwerp during the years 1866 and 1865.*

VESSELS ENTERED.*			VESSELS CLEARED.†		
From—	1866.	1865.	For—	1866.	1865.
England, sailing steamers ..	1,197	1,029	England, sailing	802	793
North sea	756	816	Baltic only	158	161
Spain and Portugal	243	329	Sweden and Norway	233	291
Rio de la Plata	183	185	Mediterranean	151	98
France	156	173	South America	63	60
America	151	190	East Indies	4	9
Turkey and Black sea	85	14	West Indies	49	37
Mediterranean	62	74	Spain and Portugal	45	88
Pacific	62	13	France and Holland	41	59
Cuba	49	35	North sea, Denmark	97	84
St. Domingo	40	40	United States	44	35
East Indies	30	22	Other North American ports ..	29	30
Brazil	39	54	Other ports and without charter.	271	287
Mexico	10	6	England, steamers	823	669
Holland	10	11	France, steamers	77	97
Other ports	22	19	Other ports, steamers	129	104
Total	3,085	3,010	Total	3,016	2,902

*Furnished by captain of port.

†Taken from Lloyd's Advertiser.

They may, therefore, be considered as giving a tolerably correct idea of the extent and direction of the commercial relations of Antwerp. Steamers are, to a great extent, replacing sailing vessels in this port, as elsewhere. Of the 3,085 arrivals in 1866, 1,047 were steamers, measuring together 429,425 tons. This shows an increase for 1866 of 186 arrivals of steamers, as compared with 1865, and 278 as compared with 1864, a ratio much greater than that of the increase of general arrivals.

This port now possesses direct steam communication with nine British, two French, and one Spanish port, as well as Hamburg, Stettin, Copenhagen, Cronstadt, (St. Petersburg,) Constantinople, and Odessa.

The Inman Company of Liverpool have, within a short time, established a direct line of steamers between this port and New York; and, if they manifest an intention to enter seriously into the enterprise, devoting to it good steamers

and a fair amount of capital, there can be little doubt of its success. Their name is worth much, and will inspire confidence, an element necessary to success, but one not incautiously bestowed by the commercial community of Antwerp. Former attempts to connect New York and Antwerp by steam, while they have all failed through opposition or a deficiency of capital, have, nevertheless, proven the feasibility of the project if rightly managed.

The geographical position of this city and its fine communication with the sea constitute it the natural outlet of central Germany, Switzerland, and northern France. Possessing perfect railroad communication with these countries, two days nearer New York than its rivals, Hamburg and Bremen, and of easier access than any other port of importance on the northwestern coast of Europe, it is eminently the best point of embarkation for the majority of the emigrants from Germany to the United States. The Belgian government owns the important railroad lines of the kingdom reaching to the Rhenish frontier, and would doubtless grant the most liberal terms for the transport of freight and passengers in transit for ports in the United States via Antwerp.

Emigrants can at present be brought from Basle to Antwerp for 21.65 francs, from Manheim to Antwerp for 12 francs, from Mayence to Antwerp for 11 francs, from Cologne to Antwerp for 7 francs, from Wasserbiling to Antwerp for 11.25 francs, from Luxemburg to Antwerp for 11.25 francs, from Arlm to Antwerp for 9.85 francs, and from Spa and Liege to Antwerp for 3.20 francs.

The direct emigration from this port to the United States in 1866 was 2,668, against 2,955 in 1865, or a decrease of 287.

In addition, 3,670 emigrants embarked from here for New York via Liverpool. The decrease of emigration from this port during the past year was occasioned by the prevalence of the cholera. The statistics for the present year will show a very large increase. The Inman Company are asking for emigrant agents 150 to 200 francs per passage from this port to New York, and freight can be shipped by their steamers at from 25 to 50 shillings per ton measurement, and 15 to 25 shillings weight, while the steam rates to New York via Liverpool are from 45 to 50 shillings measurement, and 35 to 40 shillings weight, according to the importance of shipments.

The docks of Antwerp are among the finest in the world. They consist at present of five basins, into which vessels are admitted at high tide by means of gates, which are closed as soon as vessels are admitted, leaving them to rest securely in an ample depth of water after the tide has fallen. The junction of the basins is now in an advanced stage of construction. By the projected enlargements it is intended to give the city a dock surface of 536,240 square metres, as will be seen from a comparison of the following table and the plan enclosed. The docks already in existence are built in the most substantial manner. The walls are stone, or brick with stone facing, and the quay is constructed with the greatest solidity. Those to be constructed will be upon the same plan. The following table exhibits the superficies and depth of the docks at Antwerp in square metres :

No. in plan.	Name.	Surfaces in metres.	Depth.	Depth of entrance.
In use.	1 Ancient Grand Bassin	68,000	6.69	5.84
	2 Ancient Petit Bassin	24,650	6.69	5.84
	3 Bassin Sas, petroleum	7,700	6.69	6.39
Projected.	4 Bassin de Kattendyeck	65,800	6.74	6.39
	5 Bassin au Bois	15,400	6.74	6.39
	6 Junction des Bassins	29,960	6.74	6.39
	7 Bassin de Gaule	4,250	6.74	6.39
	8 Agrandissement du Bassin au Bois	19,880	6.74	6.39
	9 Nouveau Bassin au Bois	75,600	6.74	6.39
	10 Bassin de Flottaison	40,000	6.74	6.39
	11 Derivation du canal de la campagne	185,000	6.74	6.39
Total metres		536,240		

The docks are so constructed that vessels may be moved within a few yards of the entrepôts or warehouses, or discharge their cargoes into the railway wagons, which are brought alongside. In addition to these basins there is a magnificent quay extending along the Scheldt the entire length of the city, where vessels may discharge or receive cargo at will. The majority of the steamers visiting the port are moored along this quay. Small coasting vessels are floated into canals or narrow docks open to the river, but extending back a considerable distance into the city. A large amount of merchandise is daily loaded and discharged in these open docks.

On the 1st of April, 1865, a joint stock company was organized at Antwerp for the purpose of establishing public warehouses in connection with the system of warrants, from which the commercial cities of England have derived so much benefit. The introduction of this system had been attempted in 1848 under the auspices of the government, but proved a failure. In 1865 the government entrepôts were acquired and much improved by the present company. Their project has, however, met with much opposition, and they lack that important element of success—popularity. The National Bank has refused to discount their warrants without the indorsement of a second party, and public opinion is strongly opposed to their introduction as a circulating medium. That their introduction would be of great benefit to the commercial interests of the city, there can be no doubt; and with perseverance on the part of the promoters of the enterprise and the assistance of the government, it may probably yet be a success. The company possesses 130,000 square metres of property, and magnificent warehouses, containing 98,000 square metres of floorsurface, capable of sustaining 133,685,000 kilograms of merchandise. They received into their warehouses, from April 1 to December 31, 1866, 41,882,000 kilograms of merchandise, and the quantity remaining at the end of the year was 16,856,000 kilograms. The mean deposit of merchandise in 1866 was 16,800,000 kilograms. Up to the present time this year it has been 32,000,000 kilograms.

Since the abolition of the Scheldt dues, the port charges of Antwerp are lower than those of either Hamburg or Bremen. The following is a detailed list of the dues on a vessel of 500 tons and drawing 16 feet :

Pilotage in and out, 434.86 francs; hooking and docking vessel, 5.30 francs; protest at tribunal, if necessary, 25 francs; appointing of surveyors, if necessary, 14 francs; surveyor's fees, 55 francs; water bailiff, if necessary, 16.65 francs; dock duty, 402.50 francs; light dues, 93.49 francs; sand ballast at 125 francs per ton; maximum brokerage, 375 francs; maximum total, 1,421.80 francs.

The dock duty for all vessels of over 300 tons measurement is 70 centimes per ton, and 15 per cent. for three months. All vessels remaining longer than three months pay five centimes, and 15 per cent. additional per month.

Vessels coming regularly to Antwerp, as in the case of established steam lines, pay as follows, viz :

First two voyages, as above; third voyage, one-fourth less; fourth voyage, one-half less; fifth and subsequent, three-fourths less.

Vessels discharging in the river pay one-half of the regular dock dues. According to the Belgian law, every vessel entering the port of Antwerp must employ a broker to report and transact the government business, for which services the maximum charge allowed by law is 75 centimes per ton. Competition usually reduces it, however, to one-half this amount, and often much less. The number of ship-brokers at Antwerp is limited to 11, but a law has passed the chambers, and will probably pass the senate at its next session, throwing business open to all.

The following is the tariff for sea and river pilots :

Summer.—April 1 to October 1.

Draught.	Sea to Flushing.			Flushing to sea.			Flushing to Antwerp, and <i>vice versa</i> .		
	Sailing.	Towed.	Steam.	Sailing.	Towed.	Steam.	Sailing.	Towed.	Steam.
	Francs.			Francs.			Francs.		
10 feet.....	49. 95	46. 77	43. 60	32. 17	30. 26	28. 15	62	58	55
12 feet.....	75. 34	70. 69	66. 03	44. 02	41. 27	38. 52	78	75	69
14 feet.....	116. 83	109. 63	102. 22	59. 26	55. 66	51. 85	103	97	90
16 feet.....	182. 86	171. 43	160. 00	103. 36	101. 59	94. 81	135	127	118
18 feet.....	284. 44	266. 67	248. 99	203. 17	190. 48	177. 78	176	165	154
19½ feet.....	423. 28	396. 83	370. 37	394. 76	285. 71	266. 67	210	196	183

Winter.—October 1 to April 1.

Draught.	Sea to Flushing.			Flushing to sea.			Flushing to Antwerp, and <i>vice versa</i> .		
	Sailing.	Towed.	Steam.	Sailing.	Towed.	Steam.	Sailing.	Towed.	Steam.
	Francs.			Francs.			Francs.		
10 feet.....	66. 03	61. 80	57. 78	35. 56	33. 44	31. 11	68	64	59
12 feet.....	96. 51	90. 53	84. 44	49. 10	46. 14	42. 96	85	79	74
14 feet.....	152. 28	142. 86	133. 33	67. 72	63. 49	59. 26	114	106	99
16 feet.....	240. 42	225. 40	210. 37	121. 90	114. 29	106. 67	149	139	130
18 feet.....	370. 79	347. 51	324. 44	223. 49	209. 52	195. 56	190	178	166
19½ feet.....	550. 26	515. 98	481. 48	325. 08	304. 76	284. 44	223	209	195

There are in and around Antwerp 30 beet-root sugar refineries, which consumed in 1866 17,484,000 kilograms of raw material. The exportation of sugar reached 14,206,598 kilograms, against 7,699,120 in 1865. The distilleries of the city consumed 867,007 hectolitres of grain, an increase of six per cent. over 1865. 50,123 hectolitres of grain were brewed into beer. With the exception of cigar, shoddy, soap, and candle factories, there are few manufacturing establishments of importance in the immediate vicinity of this city. In different parts of the province, however, paper, cards, carpet, furniture, lace, and linen are extensively manufactured. Beer is brewed and spirits distilled in every district, although of late the country breweries and distilleries are losing ground, and the small towns are drawing their supplies from the larger cities. The importance of the wool trade has induced the creation of an establishment near the city for the washing of that article, and during the past year 40,000 bales were cleansed by the use of machinery admirably adapted to the purpose.

The year 1866 was scarcely an average one in this province. The heavy rains of the summer interfered to a certain extent with the harvest of the cereals and injured seriously the potatoes, the great support of the poor classes. Nevertheless, the wheat, barley, rye, clover, and hay crops were fair. The oat, buckwheat, potato, turnip, beet, flax, and fruit crops were indifferent. The following

was the average yield per hectare of the principal agricultural products of this province in 1866 :

Wheat, 18½ hectolitres.	Beets, 14,000 kilograms.
Rye, 21 hectolitres.	Clover, 27,833 kilograms.
Barley, 33½ hectolitres.	Spurry, 10,716 kilograms.
Oats, 31½ hectolitres.	Hay, 3,505 kilograms.
Buckwheat, 18 hectolitres.	Flax, (fibre,) 325 kilograms.
Potatoes, 9,327 kilograms.	Flax, (seed,) 6 hectolitres.
Carrots, 5,557 kilograms.	Rape seed, 23½ hectolitres.

The following table gives the price, per 100 kilograms, of the chief agricultural products in the provincial markets during the year 1866 :

Description.	Highest price.	Lowest price.	Average price.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Wheat.....	36.66	23.62	27.00
Rye.....	22.33	14.79	18.00
Barley.....	27.34	21.10	25.00
Oats.....	22.61	11.11	20.00
Buckwheat.....	21.65	11.15	19.00
Potatoes.....	8.15	4.94	6.00
Hay.....	9.92	6.12	8.00
Straw.....	6.75	4.76	6.00
Linseed.....	39.40	33.82	35.00
Rapeseed.....	57.00	34.08	46.00

The province of Antwerp is, after Flanders, one of the finest agricultural districts in Belgium. The soil, originally not rich, has, by the use of fertilizers, procured frequently at great cost, become highly productive; nowhere in the world has more patient industry been brought into requisition in the cultivation of the soil than in Belgium, and nowhere can be seen more striking results of this industry. Almost the whole kingdom wears the aspect of a garden. The peasants are generally thrifty and happy, and although their labor is not so remunerative as in the United States, they are, with few exceptions, unwilling to quit their homes in order to better their condition. As there are no right of primogeniture laws in Belgium, there are consequently but few large landed estates, and those, by the death of the owners, are becoming yearly less numerous, and the subdivision of estates more diminutive. Indeed, such is the extent of this subdivision of property among heirs, and so large the number of souls to be supported from the soil, that the day is not far distant when emigration will become a necessity. Already the population of this kingdom has become greater to the square mile than that of any other portion of Europe; and the rural population, in proportion to that of the large cities, is in a much greater ratio than in any other continental kingdom.

DECEMBER 31, 1866.

Statement showing the description and value of exports from the port of Antwerp to the United States during the several quarters ended December 31, 1866, March 31, 1867, and September 30, 1867, (compiled from invoice book.)

Description.	Value, including costs and charges.
	<i>Francs.</i>
Handkerchiefs	1,702.30
Window glass, glassware, and plate glass	613,028.32
Paper	258,814.43
Sulphate of barytes and soda	17,255.35
Willows	12,607.50
White zinc	16,024.00
Dry hides	40,043.09
Pictures	22,104.48
Alum	11,166.53
Church books	1,776.50
Furnishing goods	4,298.96
Lamp chimneys	1,073.00
Wine	2,300.00
Plates of spelter	49,575.00
Machinery	1,610.00
Laces	1,215.38
Carpets	5,536.28
Empty petroleum barrels	1,575.00
Square marble blocks	1,899.50
Pressed timber	1,156.25
Sundries	2,043.58
Total for quarter ended December 31, 1866	1,066,804.45
Total for quarter ended March 31, 1867	1,145,792.62
Total for quarter ended September 30, 1867	358,524.35
Total for 9 months	2,571,121.42

LIEGE—ARTHUR GENAERT, *Vice-Consul*.

MARCH 31, 1867.

The total value of exports from Liege to the United States for the quarter ended this day is 463,014.22 francs.

GHENT—M. J. LEVISON, *Consul*.

NOVEMBER 24, 1867.

General report upon the commerce and industry of the arrondissement of Ghent for the year 1866.

* * * * *

MARITIME COMMERCE.

With the exception of 1865, the commerce of this port has been greater during the year 1866 than in any previous year, the tonnage of vessels entering having reached as high as 62,710 tons. It must also be taken into consideration that the navigation of the canal was only open during eleven months, the month of June having been expended in the construction of railway bridges.

The principal diminutions are, firstly, in timber, which was imported in very

large quantities during the year 1865, but has returned to its usual quantity during 1866; secondly, in flax and tow, occasioned by the bad quality and lightness of the crop in most of the producing countries. Here, also, the political and financial crisis greatly contributed to the diminution.

The principal augmentation worthy of notice is in cast iron, which results from the depreciation which English cast iron endured in 1866.

The average tonnage of vessels entered at the port of Ghent, in 1866, was 171 tons. The following is the statement of arrivals, compared with those of the previous year:

Cargoes.	Number.	1866.	Number.	1865.	Difference in 1866.	
		Tonnage.		Tonnage.	More.	Less.
Wood	115	27, 700	163	40, 288	.....	12, 582
Oleaginous grains	19	2, 154	18	1, 932	222	.....
Flax, hemp, and tow	23	3, 654	54	8, 567	.....	4, 913
Oil cakes	13	830	9	691	139	.....
English coal	2	290	.....	.....	290	.....
Grain	7	654	22	1, 788	.....	1, 134
Rice	6	832	4	350	482	.....
Wine	9	371	2	197	174	.....
Raw salt	9	1, 487	11	1, 600	.....	113
Raw sugar	3	629	2	418	211	.....
Portugal fruit	7	628	10	923	.....	295
Stock-fish and liver oil	4	271	7	457	.....	216
Cast-iron	28	2, 661	7	637	2, 024	.....
Various goods	117	19, 756	150	23, 437	.....	3, 681
In ballast	3	302	5	495	.....	193
Total	365	62, 219	464	81, 810	3, 542	23, 127
Difference						3, 542
						19, 585

The regular line of steamers between Ghent and England have performed 100 voyages, of which 61 were in the direction of Goole and 39 towards London.

MANUFACTURE.

The manufacture of cotton has been very unfavorable during 1866; labor has again reached the same importance as before the American war; the importations of cotton were as large as in former years, but the raw material suffered great fluctuations, and the financial crisis weighed chiefly on its manufacture. Confidence in peace only could have brought this industry to its normal prosperity. As the slackness arose from general causes, these equally affected all branches of cotton manufacturing.

Flax did not have such a favorable year as in 1865. The manufacturers, who had less to suffer from political circumstances than those of other industries, attribute the difficulty in carrying on business to the fact that several of the flax-producing countries raised no crop whatever. The yield of 1865 was insufficient in several countries; that of 1866 did not reach half the quantity of an average crop, and the quality was defective. Flax thread was greatly in demand towards the end of 1865. This continued throughout the first part of 1866, but after that period prices declined until the end of the year, and business was proportionately dull. However, flax, although of an inferior quality, continues to command high prices. The great prosperity which the flax manufacture had in 1863 and 1864 considerably augmented the number of spindles, and to-day the mills compete among themselves with doubly disastrous effects, and the stocks increase in a most alarming manner.

Tow thread was still more neglected than that of flax; in fact it ceased to be wanted instead of cotton yarn, (the latter having declined greatly in value;) and,

besides, the use of large quantities of Russian flax necessarily increased the production of tow yarn.

Flax manufactured goods suffered almost as much as flax yarn, and it may be said with truth that all branches of industry have been languishing throughout the year. However, there have been a few exceptions, such as the manufacture of chemical products, of chlorids, and the derivatives of soda, extend in our district. The flax manufacture daily consumes greater quantities of these sorts of products. Sulphuric acid, on the contrary, tends to diminish. The principal demand was for calico printing, which production is now very limited. In other uses pyrite acid competes with sulphuric acid. The manufacture of nitric acid has also greatly diminished.

The country was favorably situated for oil-making; the large crop of Belgian seed considerably diminished the quantity of the importation of foreign seed. The use of petroleum has naturally limited the consumption of other oils, and our home-oil industry can only sustain itself by exportation.

The construction of machines has made an exception to all other manufactures. Regular demand has kept up the activity in our establishments, which do not cease to become more important. Lace has enjoyed a good demand, partly on account of the return of peace in the United States. White lead, French nails, cement, woodsawing and bleaching are those of our manufactures on which the dullness of business has had the least influence.

COMMERCE.

There are few modifications in the commercial situation of our district. The high prices charged for Belgian coal has forced consumers to import this article from foreign countries, and the importation of coal from the Ruhr becomes greater every day.

Timber forms the principal part of our maritime commerce, and our saw-mills continue to increase in number.

NETHERLANDS.

ROTTERDAM—A. RHODES, *Consul*.

Quarterly return of imports from the United States to Rotterdam during the quarter ended June 30, 1867.

Bark	bags..	711	Rosin	barrels..	3,646
Bacon	boxes..	50	Staves	pieces..	194,000
Cotton	bales..	140	Stems	hogheads..	76
Extract of logwood	boxes..	1,575	Tobacco	hogheads..	3,938
Honey ..	casks..	101	Tallow	casks..	100
Lard	barrels..	1,055	Wood, mahogany	logs..	1,435
Petroleum	barrels..	19,800	Wood, cedar	logs..	437

SEPTEMBER 30, 1867.

The importations from the United States at this port for the quarter ended September, 1867, are as follows :

Petroleum	barrels..	23,170	Turpentine	barrels..	3,216
Tobacco	hogheads..	7,108	Lard	tierces..	200
Stems	hogheads..	448	Cotton	bales..	96
Rosin	barrels..	2,795	Extract of logwood	boxes..	2,150
Beef	barrels..	25	Staves	pieces..	194,400
Ashes	barrels..	10			

I transmit herewith my annual report of the exports from Rotterdam, Scheidam, and Vlaardingen, to the United States, for the year ended September 30, in a tabular form.

The exportation business continues dull, from the heavy duties, particularly in the article of gin. American navigation has fallen off in the same proportion. Importations of petroleum are increasing as the people become acquainted with its uses.

The official authorities state that the cattle plague has entirely disappeared. The cholera, which reached during the beginning of the present month 18 or 20 cases a day at this port, has decreased to one or two, and in a few days will probably cease altogether.

Statement showing the description, quantity, and value of exports from Rotterdam to the United States, from October 1, 1866, to September 30, 1867.

Description.	From Oct'r 1, 1866, to Dec. 31, 1866.		From Jan. 1, 1867, to March 31, 1867.		From April 1, 1867 to June 30, 1867.		From July 1, 1867, to Sept. 30, 1867.	
	Quan- tities.	Value.	Quan- tities.	Value.	Quan- tities.	Value.	Quan- tities.	Value.
Clay.....casks.	839	\$4,402 76	471	\$3,889 30	925	\$3,717 05	613	\$2,411 00
Coffee.....bags					1,032	22,328 70		
Cheese.....cases.	180	1,256 38	180	1,373 55				
Do.....boxes.					170	1,260 16	850	6,128 33
Flax.....bales.	377	22,564 91	338	18,861 97	1,053	58,774 38	556	11,692 60
Flour, potato.....bags					400	1,103 85		
Garancine.....casks.	193	41,190 89	50	12,163 68	140	25,233 68	190	36,824 98
Gin.....casks.	512	11,507 83	212	5,767 80	395	12,168 87	605	12,468 29
Herring.....kegs.	4,900	3,120 00					950	969 50
Linseed oil.....casks.			33	800 00	278	7,398 87	140	3,553 75
Madder.....casks.	390	25,483 33	545	41,111 86	180	12,438 06	212	17,019 12
Mace.....casks.	15	1,923 57						
Nutmegs.....casks.	116	14,401 00						
Pipes.....boxes.	3,013				4,010		3,295	
Do.....baskets.	200	2,671 12			200	2,902 84	125	2,446 30
Seeds.....bags.							365	3,331 60
Tin.....slabs.	1,700	21,241 28	100	1,360 00			350	5,024 60
Tow.....bales.			46	1,603 55	39	1,383 86		
Total.....		149,763 04		86,931 71		148,710 32		101,869 98

BATAVIA—S. HIGGINSON, Jr., *Consul*.

SEPTEMBER 30, 1867.

* * * In continuation of my annual report, I beg to state that in general nothing of a very important commercial or political nature has occurred in the colonies embraced under my jurisdiction. No changes have been made in the Dutch tariff of import and export duties, and no new laws have been promulgated, bearing directly on commercial interests.

Cotton goods have materially declined during the year, and 6-4 Dutch mad-dapollams, which were quoted 10*f*. in September, 1866, are noted 6*f*. in September of this year, which shows the relative fall in prices of all European cotton manufactures.

Produce.—As a result of the unsettled political state of Europe during the year, and the commercial distrust at present ruling in Europe from political doubts and fears, our markets are comparatively weak, and planters do not realize the prices for their produce that they did at close of 1866. Coffee, the quality of the Java-bean, has undoubtedly deteriorated, and planters are paying serious attention to the causes, and possible remedies, of this state of things, so disastrous to them in its results, as ordinary Java coffee, which was quoted September, 1866, at 40*f*. per picul, is quoted same date this year at 35*f*. per picul.

The United States continues to get regular supplies of Sumatra coffee from Padang, to an extent of 50,000 to 60,000 piculs yearly.

Sugar.—It is evident that the competition of the beet-root sugar is gradually driving Dutch colonial sugars from the home markets, and the course of operations in this staple during the past year has been unsettled, and conducted on a new basis as regards the higher numbers of gray and white sugars, which are now comparatively neglected for shipments to Europe, which has caused the search of new markets, and Australia is getting this present season an increased quantity of this class of Java sugars. For shipment to America, little is doing this season, compared to last, principally owing to the high cost of transportation. Last year Java sugars were shipped to the United States at a freight of £3 per ton, while at present the rate is £5 per ton. From crop of 1866-'7 55,000 piculs were shipped to Atlantic ports of the United States, while from crop of 1867-'8, prospects are that shipments will be less, say 30,000 piculs.

American shipping.—About the usual tonnage has arrived during last year, mainly from Boston, with cargoes of ice, petroleum, &c. Owing to the high cost of breadstuffs in the Atlantic ports of the United States, we must now look to California for our supplies. Since the 1st January, 1867, 55,000 barrels of California flour have been imported, and given good satisfaction, and there is not the slightest doubt that this trade is destined to be greatly extended, as also in California wheat.

The improved postal communication between India and California, by Pacific Mail Company's steamers will naturally tend to extend commercial relations between these colonies and the Pacific coast of the United States. The railroad in middle Java progresses slowly, and is beginning to be made use of for the transport of produce from available points along the route.

There is a project on foot to build a railroad between this and Buitenzorg, in the mountainous district south of Batavia, a distance of 40 English miles, and there is no doubt that in a few years this much needed railroad will be built.

A concession to build horse railroads in Batavia is on the point of being granted to a local firm, and it receives the hearty sympathy and support of the Batavia public. Some very interesting statistics of the amount, and expense of local transport are connected with this undertaking, and when published I shall forward them to the department.

The line of steamers to Australia, mentioned in my last report, has been discontinued, as the Dutch subsidy was not sufficient to carry it on.

Sumatra telegraph.—This is now in working order between Telok Betong, in the Lampong bay to Palembang, on the Palembang river, a distance of about 350 miles, and it is contemplated to extend the line along the west coast of Sumatra to Bencoolen and Padang, and along the east coast to Siak, a point just opposite Singapore, from whence the wire can be continued by submarine telegraph to Singapore, between Batavia and Telok Betong. There has been electric communication by wire to Aiyer in straits of Sunda, and from thence by submarine telegraph across the straits to Telok Betong; but some difficulty has been experienced by the cable breaking in the straits of Sunda, and at this moment it is not in working order, but in a few years, we shall no doubt have regular telegraphic communication between Batavia and Singapore.

Australian telegraph.—There is no new feature connected with this project to report.

Steam communication with Singapore and outlying ports of the Netherlands India is regularly and satisfactorily conducted by the Netherlands India Steam Navigation Company.

Banking operations have, during the past year, been established on a firmer footing, and the local banks offer facilities and guarantee of great importance and value to the future commercial prosperity of the colonies.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from Batavia to the United States during the quarter ended this day, (compiled from consular returns.)

Description and quantity.	Value.
	<i>Florins.</i>
Coffee: bags, 64,203; mats, 12,519.....	1,829,037 79
Coffee and sugar	3,467 68
Sugar: bags, 3,000; picules, 1,765 67; baskets, 8,415	494,723 98
Cassia: picules, 357.5; packages, 534	20,424 71
Straw bags, 8,000	4,635 50
Ratans and pepper	2,153 54
Ratans and nutmegs	2,950 76
Ratans: picules, 5, 591.75.....	103,263 79
Total for quarter ended December 31, 1866	2,460,657 75
Total for quarter ended March 31, 1867	943,126 35
Total for quarter ended June 30, 1867	303,974 33
Total for quarter ended September 30, 1867	424,901 74
Grand total	4,132,660 17

SCHIEDAM—P. PRIUS, *Consular Agent.*

SEPTEMBER 30, 1867.

Statement showing the description, quantity, and value of exports from Schiedam and Vlaurdingen to the United States from October 1, 1866, to September 30, 1867.

Description.	October 1 to December 31, 1866.		January 1 to March 31, 1867.		July 1 to June 30, 1867.		July 1 to September 30, 1867.	
	Quan.	Value.	Quan.	Value.	Quan.	Value.	Quan.	Value.
Anchovies kegs..	1,000	\$1,040 00	.....	.....	130	\$104 00	.....	.....
Garancine casks..	6	422 84	.....	.....	.....	.....	.....	.....
Gin do.	642	15,790 00	1,294	\$24,729 80	1,130	22,210 40	1,509	\$33,464 70
Herrings kegs..	22,539	23,562 70	2,200	2,360 00	3,200	2,842 00	31,169	37,639 00
Stock fish pkgs..	.....	.....	.....	.....	25	130 00	30	170 70
Total .....	.....	40,815 54	.....	27,089 80	.....	25,286 40	.....	71,474 40

PARAMARIBO—H. SAWYER, *Consul.*

OCTOBER 15, 1867.

I have the honor to submit the following report on the trade between the United States and this port during the year ended September 30, 1867.

The imports from the United States in eleven (11) American vessels, 1663 tons, have amounted to \$107,750 00.

The exports to the United States in the same vessels \$73,007 02.

The total amount of imports under divers flags from the United States \$460,597 47.

The total amount of exports to the United States in the same vessels \$311,996 26.

Balance of trade in favor of the United States \$148,601 21.

Statement showing the description and value of the imports into the colony of Surinam during the year 1867.

	<i>E. guilders.</i>		<i>E. guilders.</i>
Ammunition.....	26,619 95	Kerosene.....	22,315 84
Beer.....	84,332 21	Lumber.....	123,181 80
Butter.....	143,422 68	Lime.....	10,696 00
Brandy.....	14,882 01	Lard.....	31,525 75
Bricks.....	26,498 46	Mackerel.....	15,640 00
Beef, salt.....	128,240 91	Machinery.....	79,007 94
Cattle.....	22,800 00	Matches.....	10,085 15
Candles.....	67,509 15	Onions.....	10,920 00
Cheese.....	78,858 15	Potatoes.....	33,994 75
Coffee.....	22,933 80	Pork, salt.....	293,951 29
Corn meal.....	18,222 60	Rice.....	239,075 59
Cigars.....	69,452 03	Refined sugar.....	40,987 96
Coal.....	103,997 00	Shooks.....	40,771 13
Dry goods.....	738,960 01	Soap.....	34,044 80
Flour.....	345,935 00	Stationery.....	16,230 46
Fancy goods.....	57,495 71	Shoes.....	47,958 12
Gin.....	96,263 98	Tobacco.....	48,155 27
Hake and codfish.....	232,647 76	Tea.....	9,763 16
Herring.....	20,002 50	Wine.....	63,129 05
Hams.....	51,887 64		
Hoops.....	11,174 75	Total.....	5,951,241 10
Horses.....	7,000 00		
Hats and caps.....	47,935 15	Equal to (coin).....	2,380,496 44
Jewelry.....	84,073 32		

Total value of exports to the United States during the year ended September 30, 1867, consisting of sugar, molasses, cocoa, wool, and old copper, \$311,996 26.

Total value of imports from the United States during the year ended September 30, 1867, consisting of alewives, beef, biscuit, drugs, flour, furniture, mackerel, medicines, pork, rosin, brooms, candles, chairs, hake, cordage, crackers, hams, herrings, horses, lard, lumber, oakum, oil, onions, pails, paints, potatoes, tar, rubber, shoes, pressed meats, lamps, machinery, kerosene, \$460,597 47.

Statement showing the production and exports of the colony of Surinam during the last four years.

Articles.	1864.	1865.	1866.	1867.
Sugar.....pounds..	20,441,708	15,612,805	18,557,326	21,164,179
Cocoa.....do.....	760,539	661,849	911,775	1,010,659
Coffee.....do.....	181,008	237,484	28,154	18,523
Cotton.....do.....	278,150	348,353	228,010	482,585
Molasses.....gallons..	499,277	388,033	435,933	523,738
Rum.....do.....	78,570	35,666	75,594	78,128

Statement showing the description, quantity, and value of the staple productions of the colony of Surinam during the year 1867.

Description.	Quantity.	Price.	Value.
		<i>Cents.</i>	<i>Dollars.</i>
Rum.....galls..	78,128	40	31,251 20
Sugar.....lbs..	21,164,179	4	846,567 16
Cocoa.....lbs..	1,010,659	12	121,279 08
Coffee.....lbs..	18,523	20	3,704 60
Cotton.....lbs..	482,585	30	144,775 50
Molasses.....galls..	523,738	14	73,323 32
Fancy wood.....ft..	2,594	40	1,037 60
			1,221,938 46

DENMARK.

ELSINORE—G. P. HANSEN,¹ *Consul*.

NOVEMBER 24, 1867.

At a time when the United States have been blessed with a most abundant harvest, the cry of suffering on account of a want of breadstuffs arises from all parts of Europe. In the northern part of Sweden and in Finland the population is starving, and every expedient to substitute something else than grain for food is being tried, as bark of trees, &c.

In the north of Norway it is no better; and now comes the same cry from the Malmoe district in Sweden, one of the best grain-producing sections in that country.

How general the want of breadstuffs must be is shown by the imperial decree of France just published, and which permits the free importation of grain into that country. The news from Paris is to the effect that great disturbances are expected there from the working population on account of the high prices of bread.

In the large manufacturing districts in England serious disturbances have already taken place for this same reason and are spreading through the country. High prices of provisions and scarcity of grain rule everywhere, and the season is too far advanced so that but very little or no grain can be expected from the grain-exporting ports of the Baltic.

The prices of breadstuffs and other provisions have as a consequence also reached to an unusual height in this grain-producing country. As an example I may quote that a loaf of bread which, but a year or so ago, cost from 18 to 20 skilling, now brings just the double or 40 skilling.

The harvest of Denmark has been a very fair one, and the grain has been housed in a very good condition. The hay harvest has been very abundant, although most of the first cutting was housed in a very bad condition. The second and later cutting was, on the contrary, all that could be desired, very abundant and excellently housed.

The rapeseed has been a complete failure; many fields had to be reploughed in the spring and planted with other cereals. It is generally the most profitable product, but liable to frequent failures.

The rye was the grain which last year succeeded the best, but this year it has turned out the very poorest. It fills but little in the barn and less so in the barrel; the grain is small, shrunk, and very light, and brings generally but from 110 to 112 pounds Holland to the barrel.

The wheat is fair, and has suffered comparatively much less than the rye from the coldness of the weather in the spring; it has been satisfactorily housed.

The barley has, on the whole, given an excellent crop. In a few districts, however, it turned out to be very light.

Oats have brought a most abundant harvest, both as to the straw and the quality of the grain. It is the grain which, of all others, has given the best return during the present year.

Although, as a whole, the harvest of Denmark may be said to have exceeded a good average one, still the presumption is that the exportations of cereals will be far less than in the previous year. The high prices which ruled in that year induced many farmers to part with more grain than they could in reality spare, the consequences of which have been that the country was almost drained of grain, which has created a large home-market the present year.

Last year exportations amounted to—

Wheat, barrels	502, 000	Cattle and calves, number	48, 000
Rye, barrels	603, 000	Hogs, number	52, 000
Barley, barrels	1, 550, 000	Sheep and lambs, number	37, 000
Oats, barrels	281, 000	Wool, pounds	2, 866, 000
Flour and groats, barrels .	171, 000	Hides, &c., pounds	5, 331, 000
Pease and vetches, bbls .	38, 000	Meat and pork, pounds .	12, 000, 000
Buckwheat, barrels . . .	2, 500	Butter, barrels	42, 000
Rapeseed, barrels	158, 000	Cheese, pounds	67, 000
Horses, number	5, 900		

The prices of grain have ruled very high during the whole year. At the present time, grain has rather an upward tendency. This is also the case with butter and other necessaries of life.

Best of butter sells by the barrel from 104 to 108 rixdollars; second quality from 68 to 72 rixdollars. The retail price for fair butter is about 48 skilling, or 28 cents per pound.

Pork packed in Danish beach barrels, at 160 pounds net, brings 30 or 33 rixdollars. Meat packed in the same manner, also 160 pounds net, brings 27 or 29 rixdollars.

Grain prices in Copenhagen on November 23, 1867.

	From—	To—
	<i>Rixd. sk.</i>	<i>Rixd. sk.</i>
Wheat, at 120 to 129 pounds per barrel	12 48	14 48
Rye, at 110 to 119 pounds per barrel	9 72	11 00
Barley, 2-row, at 103 to 111 pounds per barrel	7 40	7 72
Barley, 6-row, at 96 to 106 pounds per barrel	6 64	7 32
Oats, at 80 to 86 pounds per barrel	4 64	5 32
Pease, white, per barrel	9 00	9 72
Pease, yellow, per barrel	10 48	11 00
Vetches, new, per barrel	7 00	7 16
Malt, per barrel	7 92	8 64

The weight given is the Hollandish. A barrel Danish is equal to 3.8270 bushels. A barrel butter is 246.92 pounds Danish. A pound is equal to 1.1023 avoirdupois. A rixdollar is 96 skilling or 54.63 cents. The American dollar is at present quoted at one rixdollar 82 skilling. Doubloon, at 28 rixdollars, and the eagle at 9 rixdollars 16 skilling.

Best superfine wheat flour sells at 17 rixdollars 80 skilling, and 18 rixdollars 32 skilling, the barrel weighing 176 pounds net.

Rye flour at 160 pounds to the barrel brings 13 rixdollars 64 skilling, and 14 rixdollars 16 skilling.

The Danish wheat flour can in no way compare with our American flour, and it is not uncommon to find American flour imported for family use.

JANUARY 15, 1868.

I have the honor herewith to transmit to you a synopsis of the trade and commerce of Denmark, 1866 and 1867.

The direct trade between Denmark and the United States has of late years amounted to almost nothing. Lately a strong disposition has however manifested itself here to revive the direct intercourse with the United States.

Denmark, being almost exclusively an agricultural country, having but few manufactures, can at best but furnish very few articles for exportation to the

United States, and the efforts made to a direct trade must, therefore, principally be directed towards the importation of such American products which now find their way hither through other European ports. These importations are not exclusively for consumption, but also for the transit trade, to which the favorable position of Denmark offers great facilities, and which in former years was quite extensive.

In my present report I shall not enter into a minute detail of the numerous articles imported into Denmark which would but vary very little from my previous yearly reports, but I shall limit myself more in particular to such trans-Atlantic articles in which our American merchants may be interested. In giving the quantity imported, I shall also give the amount of duty on the several articles and also, as far as possible, the prices of the products, at the end of the year 1867; believing thus best to further the object of a direct trade between the two countries.

Exportation to the United States has the last year chiefly consisted of works of art, as pictures, turned works of amber and ivory; works of bisquit, as statuettes, plates, &c., a few articles of manufacturies, as gloves, paper, and chiccory (10,000 pounds) have also began to find their way to the United States, the whole value, however, amounting at best to a little over \$5,000 in coin.

Bisquit statuettes, manufactured at Copenhagen, rank very high as works of art, and the article has become quite renowned, more in particular the copies of Thorwaldsen's exquisite works.

Gloves.—This article has but of late found its way to the United States, but I have no doubt the exportation will be quite extensive when the article becomes better known. The workmanship is finished and the gloves very durable. Formerly Denmark was quite celebrated for its glove manufactories, and it seems to have taken a new and very encouraging start in that direction.

Last year there were invoiced for shipments to the United States 161 dozen pairs, which were principally sent out as an experiment, but as the enterprise has proven quite satisfactory to the makers, the shipments will be largely increased.

A very superb article of gloves cost here \$3 41 per dozen (in coin.)

IMPORTATION FROM THE UNITED STATES.

As already stated, most of the products of the United States find their way hither in an indirect way, with the exception of petroleum, of which 529,613 pounds were entered direct from the United States.

Petroleum pays a duty of 2 skilling per pound, to which must be added the excise payable at Copenhagen of 0.02 skilling per pound.

The total quantity of oils and elain imported, under which petroleum is classified, amounts to 4,367,587 pounds, of which 4,236,583 pounds have been entered for consumption, viz :

	Pounds.
Hemp oil.....	927, 864
Olive oil.....	129, 463
Other kinds, petroleum, &c.....	3, 310, 260

The prices of petroleum have varied much during the year. At the end of the year, it was held at the low price of 10½ to 11 skilling per pound; at which price it is quoted at present,

Sugar, molasses and sirups.—None of these articles have been imported from the United States.

The total importation in 1866-'7 amounted to 38,593,009 pounds, an increase of 3,357,195 pounds over the previous year.

The article of sugar ranks the foremost in all imported articles, bringing more than one-fifth of the custom dues.

The transit trade in sugar has not been so large as in the previous year, only amounting to 5,044,661 pounds. The importation is chiefly derived direct from the places of production.

	Pounds.		Pounds.
From the Danish West India islands	14,242,327	From England	7,233,801
From foreign West India islands	4,534,663	From France	1,997,962
From South America	5,884,447	From Belgium	288,687
		From Holland	205,218
		From German ports	4,116,377

As to classification of sugar the importation has been—

Candies and loaf sugar, whole, crushed, or pulverized, answering to Amsterdam, standard No. 18; duty 5.25 skilling per pound, 1,959,699 pounds.

Pulverized sugar, answering to Amsterdam, standard No. 9; duty 3.5 skilling per pound, 32,666,554 pounds.

Other pulverized sugars not lighter than No. 9; duty 3.2 skilling per pound, 2,449,345 pounds.

Molasses and common brown sirup, &c.; duty 1.75 skilling per pound, 1,517,190 pounds.

Mulberry and such like sirups; duty 7 skilling per pound, 221 pounds.

The prices of sugar have varied some during the year. At the close of the year 1867 the several articles were quoted at—

	Skilling.		Skilling.
St. Cruz, fine, per pound.....	12½ to 13	Demerara.....	12 to 13
St. Cruz, middling	11 to 12	Barbadoes.....	11 to 11½
St. Cruz, ordinary	10¾	Havana, yellow.....	12 to 13½
Porto Rico, fine	12½ to 13	Havana, brown	11 to 11½
Porto Rico, middling.....	11½ to 12½	Candies, white.....	26

Refined sugar, Copenhagen manufactory, ranged in prices from 22 to 25 skilling.

Coffee.—Duty 6 skilling per pound, Copenhagen exise 0.06 skilling.

About one-half of the importation is derived from America, to viz.:

	Pounds.		Pounds.
America	6,689,410	Holland.....	1,226,090
German ports.....	3,776,893	Belgium	821,255
England	1,776,878	France.....	200,880

The transit trade amounts to 5,812,704 pounds, which quantity has been exported.

The prices of coffee at the end of the year were:

	Skilling.		Skilling.
Java, yellow, per pound.....	34 to 37	Rio, fine.....	25 to 25½
Java, blue, per pound.....	30 to 36	Rio, good.....	24 to 24½
Domingo	24 to 29	Rio, middling	22 to 23½
Rio, superior	26 to 26½	Rio, ordinary	18 to 21½

Rice paddy and Rice flour.—Formerly a large quantity was imported direct from South Carolina; this trade has entirely stopped, and the greater quantity is now derived from the East Indies, &c., viz:

	Pounds.
From the East Indies, China, and Southern ocean.....	7,186,266
Through German ports	1,221,524
England	69,120

The total importation amounted to 8,493,470 pounds; of which 2,910,978 pounds were paddy, and 5,582,492 pounds were rice and rice flour.

The duties on the articles are:

On paddy and Nellon, per pound, 1.2 skilling; on rice and rice flour, .2 skilling; Arracan, per 100 pounds, 7 rixdollars to 8 rixdollars 48 skilling;

Java, per 100 pounds, 9 rixdollars 48 skilling to 14 rixdollars; Sago, per pound, $9\frac{1}{2}$ skilling to 12 skilling; Sago flour, per pound, 9 skilling.

The excise at Copenhagen is .02 skilling per pound.

The transit trade in rice and rice flour is quite important, as nearly one-half of the quantity imported is again exported. The paddy is manufactured into rice and rice flour in Copenhagen; the exportation has principally been to

	Pounds.		Pounds.
Prussia.....	2,016,746	Norway	204,202
Sweden	903,812	Lubeck	183,200
The Danish northern colonies...	227,126	Mecklenburg	186,000
Sleswig and Holstein.....	207,916	England	1,732

The total exportation has been 4,370,233 pounds.

Tea.—Duty 16 skilling per pound. Excise at Copenhagen 0.28 skilling. The importation has been 514,832 pounds, of which four-fifths came by way of England (450,797 pounds,) and the balance nearly all through German ports.

The transit trade in this article is but trifling.

The prices at present rule: Congo, per pound, at 42 skilling to 50 skilling; Hyson, per pound, at 1 rixdollar 42 skilling to 2 rixdollars 50 skilling; Hyson Skin, per pound, 1 rixdollar 56 skilling; Souchong, per pound, 1 rixdollar 64 skilling to 1 rixdollar 32 skilling.

TOBACCO AND TOBACCO SURROGATES.

Duty on tobacco.—Leaves and stems, 5 skilling per pound; cigars, 32 skilling per pound; chewing tobacco, 8 skilling per pound.

The importation has been—tobacco, raw, 4,786,473 pounds.

Manufactured.—Cigars, 46,200 pounds; chewing tobacco, &c., 31,516 pounds; snuff, 2,083 pounds.

The largest quantity is derived from the ports of Bremen, Lubeck, and Holland.

The exportation has amounted to 347,169 pounds.

Cotton.—Free of duty.

The importation has been but 87,015 pounds, viz:

	Pounds.		Pounds.
From the Danish West India islands	26,872	From Norway	1,060
From England.....	22,696	From German ports	24,103
From Hamburg.....	10,384	From other places	1,281
From Lubeck.....	619		

Manufactured goods of wool.—The importation has been—

	Pounds.
Wollen yarn, duty 4 skilling per pound	27,535
Dyed yarn, duty 8 skilling per pound	94,826
Coarse goods, duty, 12 skilling per pound.....	186,858
Open and clear goods, interwoven with metal threads, or twisted glass, lace, &c., duty 48 skilling per pound	30,155
All other articles, duty 32 skilling per pound.....	1,696,040

Wool.—The importation has been 698,848 pounds. Wool is free of duty.

Silks and cotton goods—The importation of goods manufactured from silk or part of silk, was as follows:

	Pounds.
Twisted and untwisted silk, duty 72 skilling per pound.....	14,975
Fringemakers' work, duty 96 skilling per pound	5,883
Goods, all silk, duty 2 rixdollars per pound.....	47,133
Goods, half silk, duty, 32 skillings per pound	16,115
Other kinds, duty 72 skilling per pound	61,165

Raw silk pays a duty of 48 skilling per pound.

Cotton, flax, and hemp goods.—Of these articles the importation has amounted to 6,330,844 pounds.

The entrance for consumption has largely increased over that of the previous year, viz :

	Pounds.
Yarn, not dyed, duty 3 skilling per pound.....	2, 513, 283
Yarn, dyed, duty 8 skilling per pound.....	159, 449
Unbleached linen goods, where the threads can be counted, and $\frac{1}{2}$ square inch contains no less than 24 threads, or where by a different weaving, a square ell weighs 44 quint, duty 2 skilling per pound	682, 693
Other kinds of linen goods, as diaper, &c., duty 6 skilling per pound	552, 807
Canvas tarpaulins, &c., duty 6 skilling per pound.....	134, 406
Haircloth, &c., duty 16 skilling per pound.....	98, 047
Other kinds of clear goods, fringemakers' work, &c., duty 48 skilling per pound.....	76, 805
Printed or velvet, duty 32 skilling per pound.....	475, 941
Of several colors not printed, duty 24 skilling per pound.....	123, 035
Of one color, not dyed, wove in patterns, duty 20 skilling per pound..	298, 473
Other kinds of linen goods not dyed, and not wove in patterns, as in linen cloth, wadding, &c., duty 12 skilling per pound.....	1, 215, 903

The greater part of these kinds of goods come from England, viz : 4,308,539 pounds. Of the imported quantity 499,170 pounds were again exported. Of domestic manufactures 3,004 pounds were exported.

Skins and hides.—Imported, 2,458,863 pounds, duty free; tanned, dyed, japanned, bronzed, pressed in figures, &c., duty 12 skilling per pound, 264,778 pounds; if merely greased the duty is 8 skilling per pound.

Of other articles of prominence there have been imported : of dyewood, catechu, gallnut, duty free, 1,152,988 pounds; cochineal, 7,721 pounds; indigo, 108,837 pounds; carmine &c., 1,415 pounds, duty 14 skilling per pound; other kinds, 1,740,925.

Gums and rosin.—Pitch, duty 0.25 skilling per pound, 235,893 pounds; rosin, brown and yellow, duty 0.25 skilling per pound, 362,240 pounds; turpentine, 21,903 pounds, same duty; tar, duty per barrel 56 skilling, 16,578 barrels; other kinds, 323,357 pounds.

Hemp, jute, &c.—The total importation has been 4,115,843 pounds.

The total importation of all kinds has amounted to 1,681,540,769 pounds, of which amount 1,535,530,523 pounds have been entered for consumption.

The amount of foreign goods exported was 117,893,244 pounds. Of domestic articles the exportation has been 753,438,521 pounds.

Navigation.—In the year 1866-'67 three vessels have entered Danish ports from the United States, one of these to repair damages.

Two vessels cleared for the United States, one of them a steamer with emigrants.

In the last summer this port (Elsinore) has been visited by no less than 30 American captains on their voyages to and from the Baltic. Some of these vessels discharged a few articles imported from the United States, but without entering port. The port has principally been visited for the purpose of getting Baltic pilots, to provision, or for transacting consular business relating to the shipping and discharging of seamen, and in one case of the mutiny of a whole crew, all foreigners, and shipped but a short time previous.

I am happy to add that none of our American vessels have sustained any damages in the late fall gales. One vessel was detained here to near the mid-

dle of December, but was fortunate to get off a few days previous to the setting in of a severe winter, which brought a great deal of ice in the sound and the Cattegat, occasioning numerous shipwrecks. A large number of vessels were ice-locked in the sound, but this port being open, by the assistance of the excellent steam tugs which are stationed here, they were enabled to enter its secure harbor. One day as many as 25 large vessels were brought out of the ice and into this port.

At present some two hundred foreign vessels are in port on account of the ice, many of them having sustained much damage.

I have in my previous reports called attention to the great facilities of this harbor, being almost the only one which is open at all times during the severest winters for the entrance of vessels. Vessels bound to Norwegian and Swedish ports the present winter have had to come as far as this, to get into a port of safety.

COPENHAGEN—L. X. HECKSHER, *Vice-Consul*.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Quantity and description.	Value.
5 pictures	\$105 98
Wearing apparel	78 03
1 case containing six gold watches	671 95
50 cases cherry cordial	268 50
1 case containing six dozen gloves	215 79
Total for quarter ended December 31, 1866	1,340 25
Total for quarter ended March 31, 1867	571 84
Total for quarter ended September 30, 1867	1,630 94
Total for nine months	3,543 03

FREDERICKSTADT—WILLIAM MOORE, *Acting Consular Agent*.

MARCH 31, 1867.

Statement showing the description and value of exports from this port to the United States for the quarter ended this day, (compiled from invoice book.)

Description.	Value.
Sugar and molasses	\$55,114 14
Total for quarter ended March 31, 1867	55,114 14
Total for quarter ended September 30, 1867	47,255 72
Total for six months	102,369 86

SWEDEN AND NORWAY.

GOTHENBURG—F. K. BAZIER, *Consul*.

MAY 24, 1867.

I have the honor to inform you that the Swedish Diet passed an act on the 15th instant, increasing the import duty on the following articles :

Coffee, from 10 ôre to 12 ôre, $3\frac{1}{4}$ cents, per pound. All other burnt plants, used as a substitute for coffee, from 15 ôre to 18 ôre, 4.81 cents, per pound.

Cocoa from 10 ôre to 42 ôre, $3\frac{1}{4}$ cents, per pound.

Sugar, refined, all kinds, such as loaf, candy, and cake, from 12 ôre to 14 ôre, $3\frac{3}{4}$ cents, per pound.

Sugar, unrefined, not darker than No. 18, Dutch standard, from 12 ôre to 14 ôre, $3\frac{3}{4}$ cents, per pound.

Sugar, darker than the above standard number, from 8 ôre to 10 ôre, 2.67 cents, per pound.

Tobacco, unwrought, from 25 ôre to 26 ôre, 6.91 cents, per pound. All per Swedish pound.*

The above act has met the approval of the King, and took effect on the 18th instant.

STOCKHOLM—CHARLES A. PERKINS, *Consul*.

NOVEMBER 2, 1867.

I have the honor to report to the department the loss, by frost and wet, of the entire crops in Sweden north of Stockholm, very particularly in Nordland and Finland.

For seven years past the farmers have failed to raise little more grain than was required for seed; this present misfortune, therefore, is very grave, and threatens them with starvation; without aid, before the ice seals their ports and bars communication, they must starve.

The government has made an appropriation for their relief, and through private subscriptions in the Scandinavian countries, in England and Prussia, a meagre supply of food is likely to reach them in time. The mild autumn greatly favors them in this respect.

This country, so little favored by nature, has, by industry, intelligence, and the modern appliances, been able to grow a surplus of cereals over the consumption. The present year, however, will necessitate large importations from Russia and elsewhere.

Wheat that was thought would not ripen above Upland, a province near Stockholm, is now cultivated, although with varied success, as far as the river Dal.

Rye is cultivated as far north as Tornea, situated in 66° of latitude, although it requires 14 months from the time of sowing to ripen in this vigorous climate.

Barley, the oldest grain cultivated in Sweden, grows to perfection in all the northern provinces in the vivifying light of a sun, which, during certain seasons, does not set. Barley requires but seven or eight weeks to arrive at perfect maturity, and it is observed that grain coming from these districts, which has been resown in the south of Sweden, ripens sooner and gives a more abundant harvest.

The government of Sweden is much opposed to emigration, and this ill-favored class is greatly disposed to it. A "*décampement général*" would take place, if means were provided them. Large numbers crowd my office daily for information.

* 100 Swedish pounds are equal to 93 English.

APRIL 16, 1868.

I have the honor to hand you herewith my annual statement of commerce at the port of Stockholm.

The complaint, which is general throughout Europe, of dullness in trade is equally felt here. Merchants say it is accounted for by want of confidence. Capital is much wanted in Sweden to develop her vast mineral and forest wealth.

* * * * *

The loss of the crops last autumn in the provinces north of Stockholm has caused much deprivation and suffering.

I send, enclosure No. 1, an extract from the Commercial Collegii, just published by the Swedish government, for the year 1866.

I have obtained, in advance of publication, a *résumé* of direct importation from the United States to Stockholm during the year 1867, as follows :

	Pounds.
Dyewood	3, 600
Coffee	690
Petroleum	441, 750
Tallow	9, 190
Tobacco stalk	15, 164
Sundries, not specified	5, 351
Valued at 367,411 riksdaler.	

Direct exportation from this port to the United States, as per consular invoice record, was as follows : Iron, in bars, say 52,708 centner, valued at 404,015 riksdaler.

These figures differ but little from the preceding year of 1866.

From the port of Gefle there were exported to the United States 1,619 tons bar iron mostly, valued at \$83,300.

[Enclosure No. 1 in despatch No. 15.—Extract from the Commerce Collegii, for the year 1866.]

The alteration which took place in the United States after the close of the war has not had any particular influence in regard to commercial relations with this country, so far as direct importation is concerned.

In reference to articles brought to this country from the United States, must, in the first place, be mentioned the importation of cotton, which, during the continuance of the war, was entirely discontinued, but recommenced in 1866, although to a very limited extent. The importation of petroleum has been more extensive, but, on the other hand, tobacco has experienced a decline in direct importation.

During 1866 the importation was effected by four Swedish and two English vessels, the cargoes of which were estimated at a value of 651,000 riksdaler.

The value of importation to this country in 1865 was noted at 686,000 riksdaler.

The following table shows the different articles imported during five years, ended 1866 :

Articles.	1862.	1863.	1864.	1865.	1866.
Tobacco, leaf	pounds.	2, 015	247, 074	320, 035	78, 907
Tobacco, stalk	do.	51, 466	69, 015	247, 074	117, 767
Coffee	do.	506	1, 020, 443	156, 554	353.
Dyewood	riksdaler.	8, 100	*2, 062	329, 080	*8, 036.
Pepper	pounds.	35, 040	13, 375		
Turpentine oil	do.	331, 188	158, 328		4, 364
Cotton					350, 000
Petroleum, crude					1, 004, 605.
Petroleum, refined			4, 711	57, 970	346, 313.

* Centner.

Besides, there were imported in 1866 95,500 barrels rosin and 456 barrels wine.

The direct exportation to the United States from this country was, during the year 1865, estimated at 1,096,000 riksdaler; but, on account of the increased shipment of iron in 1866, amounted to 2,786,000 riksdaler.

The following table will show the articles exported to the United States for the past five years, ended 1866.

Articles.	1862.	1863.	1864.	1865.	1866.
Bar iron, centner	116,829	156,156	321,904	141,375	340,015
Hoops, centner			735		5,593
Blooms, centner			751		
Steel, centner		30	90		
Tar, centner			3,045	300	

Besides, there were exported in 1866 26,624 pounds manufactured iron, 120 centner pig iron, and 179 centner steel iron.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day, (compiled from invoice book.)

Description.	Quantity.	Value.
Iron	18,848 55 centner	<i>Riksdaler.</i> 160,442 18
	Total for quarter ended September 30, 1867...	246,581 87
	Total for six months	407,024 05

DRONTHEIM.—J. W. M. FINNE, Consular Agent.

Specification of goods imported to this place from January 1 to September 30, 1867.

From—	Average price 30/ cotton.	Av. price 48/ cotton yarn.	Average price 20/ coffee.	Av. price 13/ hides, salted.	Av. price 26/ hides, dried.	Average price 4½s. barley.	Av. price 12. 36p. per 36lbs. peeled barley.	Av. price 52s. 84/ pease.	Average price 8½s. wheat.	Av. pr. 1½. per 19 lbs. flour.	Average price 66½s. rye.	Average price 114/ salt.	Average price 66/ coal.	Av. price 4½s 5½. molasses.	Average price 10½s. per 36 lbs. tobacco.	Av. pr. 10½s sugar, yellow and crushed.	Average price 14½. sugar, refined.
Hamburg.....	Lbs. 150	Lbs. 35, 141½	Lbs. 369, 229	Lbs. 47, 186	Lbs. 30, 172	Lbs. 41, 101	Bbls. 92	Bbls. 30	Bbls. 299	Lbs. 119, 837	Bbls. 11, 260½	Bbls. 1, 761	Bbls. 131, 916	Lbs. 132, 596	Lbs. 183, 927	Lbs. 116, 501	Lbs. 148, 621
Holland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	77, 830
Belgium.....	.....	.....	6, 724	8, 455	.....	.....	.....	98	200	.....	.....	.....	.....	150, 046	.....	16, 553	126, 031
Prussia.....	.....	.....	.....	.....	12, 291	.....	.....	.....	.....	.....	.....	.....	.....	.....	15, 105	.....	.....
Great Britain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Spain.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Denmark.....	.....	.....	.....	3, 169	.....	41, 101	41½	30	6	281, 434	.....	9, 142	.....	.....	.....	1, 938	4, 782
Brazil.....	.....	.....	619, 085	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France.....	.....	.....	5, 207	.....	.....	.....	.....	.....	199	89, 280	.....	.....	.....	352, 355	.....	6, 348	424, 143
Black Sea.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sweden.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Russia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	479	.....	.....
Portugal.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Italy.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Havana.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	433, 710	.....
Total.....	Lbs. 150	Lbs. 35, 141½	Lbs. 1, 000, 245	Lbs. 58, 810	Lbs. 42, 463	Lbs. 41, 101	Bbls. 133½	Bbls. 128	Bbls. 704	Lbs. 490, 551	Bbls. 25, 914	Bbls. 32, 811	Bbls. 131, 916	Lbs. 624, 997	Lbs. 199, 511	Lbs. 575, 350	Lbs. 781, 397
Importation from Jan. 1 to Sept. 30, 1866.	Lbs. 208	Lbs. 119, 328½	Lbs. 1, 097, 229	Lbs. 343, 123	Lbs. 49, 810	Lbs. 65, 472½	Bbls. 67½	Bbls. 1, 093½	Bbls. 1, 106½	Lbs. 629, 250	Bbls. 55, 382½	Bbls. 39, 805½	Bbls. 81, 603	Lbs. 1, 162, 694	Lbs. 258, 357	Lbs. 403, 827½	Lbs. 1, 031, 441
From Oct. 1 to Dec. 31, 1866.	.....	Lbs. 16, 237	Lbs. 474, 820	Lbs. 25, 427	Lbs. 17, 536	Lbs. 4, 597½	.....	Bbls. 216½	Bbls. 172	Lbs. 195, 261	Bbls. 12, 400½	Bbls. 5, 415	Bbls. 7, 663	Lbs. 120, 606	Lbs. 122, 962	Lbs. 107, 098	Lbs. 254, 281
	Lbs. 208	Lbs. 135, 565½	Lbs. 2, 372, 049	Lbs. 368, 550	Lbs. 67, 346	Lbs. 70, 070½	Bbls. 67½	Bbls. 1, 310½	Bbls. 1, 278½	Lbs. 824, 511	Bbls. 67, 783½	Bbls. 45, 220½	Bbls. 80, 266	Lbs. 1, 283, 300	Lbs. 381, 319	Lbs. 510, 925½	Lbs. 1, 285, 722

No American vessels have arrived in this harbor during the past year.

Statement showing the description and quantity of the exports from Drontheim, and the names of countries whence exported, during the year ended September 30, 1867.

To—	Av. M. 36 per 36, cat- tle bones.	Av. pr. 4zs. 72 /, her- rings.	Av. price 15al 7sg, codfish oil.	Average price 1zs. 24 /, cod- fish.	Average price 1sp., stock- fish.	Av. price 14½c. per mitre, per wood.	Av. price 54½sp. per 320 lbs., copper.
	Lbs.	Bbbs.	Bbbs.	Vog. of 36 lbs.	Vog. of 36 lbs.	Com. last.	Lbs.
Denmark.....		1,290½	24		218	60	
Sweden.....		4,390		100			
Holland.....			73½		5,440 1-6		308,571½
Hamburg.....		1,181¾	680½	725 5-9	237	59	162,238½
England.....	326,870					1,014	50,880
France.....						2,599	
Spain.....				49,564			
Prussia.....		338½			120		
Italy.....				128	3,850		
Havana.....				9,000			
Brazil.....				9,079			
Algiers.....						130	
	326,870	7,200¾	778	68,596 5-9	9,865 1-6	3,862	521,690
Exports from Jan. 1 to Sept. 30, 1866.....	303,672	12,851	1,470	72,065 5-9	14,868	4,299½	670,784
Exports from Oct. 1 to Dec. 31, 1866.....		2,546½	485	59,556	12,008½	506½	103,152
Total.....	303,672	15,397½	1,955	131,621 5-9	26,876½	4,806	773,936

No vessels have cleared from this port for the United States.

BERGEN—H. J. LOCKWOOD, *Consul.*

Statement showing the description and quantity of the goods imported into Norway and the city of Bergen during the year ended September 30, 1867.

Description.	Quantity.	To Nor- way.	To the city of Bergen.
Pork.....	*Centner.....	20,571	437
Meat.....	do.....	9,258	31
Cheese.....	do.....	2,679	259
Butter.....	do.....	30,973	1,805
Barley.....	Barrel.....	270,433	114,673
Beans and peas.....	do.....	14,677	2,029
Wheat.....	do.....	21,234	8,620
Rye.....	do.....	444,111	101,871
Groats and pease.....	do.....	6,938	2,912
Wheat flour.....	Centner.....	24,196	3,351
Rye meal.....	do.....	163,113	13,863
Rice.....	do.....	13,554	1,699
Coffee.....	do.....	84,564	7,969
Sugar.....	do.....	33,415	5,981
Sugar, yellow, white, and brown.....	do.....	55,175	8,187
Molasses.....	do.....	30,390	10,135
Tea.....	do.....	777	117
Tobacco leaves.....	do.....	20,403	4,604
Cigars.....	do.....	542	61
Raisins.....	do.....	1,133	284
Hops.....	do.....	550	289
Wine.....	do.....	12,514	2,711
Brandy.....	do.....	8,721	1,598
Cotton.....	do.....	18,912	3,003
Hemp.....	do.....	50,900	9,687
Wool.....	do.....	4,711	1,513

Statement showing the description, &c—Continued.

Description.	Quantity.	To Nor- way.	To the city of Bergen.
Cotton yarn	do	3, 048	512
Cotton cloth	do	11, 026	2, 405
Sail cloth	do	6, 942	1, 799
Hides, salted	do	17, 168	1, 075
Hides, dried	do	2, 500	3, 940
Petroleum and other oils	do	15, 371	3, 864
Staves and unprepared lumber	Value in Norwegian specie dollars.	226, 557	57, 453
Cork	Centner	8, 199	4, 088
Salt	Barrel	552, 190	168, 378
Coals	do	1, 496, 502	231, 388
Pig iron	Centner	72, 595	12, 230
Ballast iron	do	14, 666	627
Bar iron	do	104, 532	8, 933
Anchors	do	30, 391	6, 035
Iron plates more than $\frac{1}{8}$ thick	do	22, 288	4, 136

* The Norwegian centner is equal to 110 1-7 pounds English.

Statement showing the description and quantity of the goods exported from Norway and the city of Bergen during the year ended September 30, 1867.

Description.	Quantity.	From Norway.	From Bergen.
Fish, fresh and living	Value in Norway specie dollars.	151, 043	6, 159
Fish, dried	Vogs, 36	625, 052	
	*Centner	225, 019	113, 372
	Vogs, 36	1, 156, 317	
Cod fish	Centner	416, 274	94, 308
Waar herrings	Barrel	451, 565	128, 890
Other herrings	do	210, 762	122, 457
Oats	do	84, 389	
Calfskin	Centner	4, 126	1, 285
Goat-skin	do	1, 302	435
Seal-skin	Pieces	62, 107	
Roes of fish	Barrel	34, 375	21, 121
Codfish oil	do	61, 852	28, 628
Timber, more than 48 feet, to Holland	Com. last	52, 675	
Timber, more than 48 feet, to England	do	130, 271	
Timber, more than 48 feet, to France	do	65, 807	
Timber, more than 48 feet, to other countries	do	60, 453	
Timber, other	do	25, 563	
Ice	do	17, 203	
Iron ore	Centner	90, 822	10, 200
Copper ore	do	211, 525	9, 600
Pyrites (sulphur)	do	1, 253, 662	180, 177
Nickel ore	do	20, 627	
Bar iron	do	33, 276	1, 600
Steel	do	2, 391	
Copper	do	5, 800	2, 217

* The Norwegian centner is equal to 110 1-7 pounds English.

DECEMBER 12, 1867.

* * * * *

Enclosed I beg to hand you a specification of goods imported and another one of those exported from Norway, as also from Bergen, from January 1 to September 30, 1867.

Of the importations, I beg to call your attention to grains, of which we are in the habit of importing not inconsiderable quantities and of which we shall still stand in need for the ensuing year, as we have had but a short harvest almost all over the country. If prices, especially of rye, in America, should become moderate, we shall certainly have our attention fixed to that quarter, and take this article from your country instead of the longer distance of the Azof and Black seas. As it possibly may have interest to American commerce, I will not omit to inform you that the importation of Bergen only, from 1st of January to this date, of the article of rye has been about 220,000 Norwegian barrels, being equal to about 912,500 American bushels; that we have but a very trifling stock, and that our present price of $6\frac{3}{10}$ specus per barrel will leave a net proceed to American shippers of \$1 44 in gold per bushel, from which is to be deducted freight and insurance.

As our country is importing not inconsiderable quantities of American produce, but through Bremen, Hamburg, Antwerp, &c., it would be well worth American commerce not to lose her out of sight. Of our exporting articles, herrings and fish have been, at an earlier period, turned to good account by shipments to the United States, but since a heavy duty on your side was laid upon herrings and, about the same time, a law was issued that no emigrant vessel should be at liberty to take herrings along, unless in double-cased barrels, the exportation has almost entirely subsided.

Owing to the short harvest in our country this year, it is to be expected that the emigration to the United States will be very great next year.

* * * * *

CHRISTIANSTADT—E. H. PERKINS, *Consul*.

MARCH 31, 1867.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, (compiled from invoice book.)

Description.	Value.
Sugar, molasses, hides, skins, &c.....	\$10,512 08
Total for quarter ended March 31, 1867.....	10,512 08
Total for quarter ended September 30, 1867	33,738 16
Total for six months.....	44,250 24

NORTH GERMAN UNION.

BERLIN, PRUSSIA—H. KREISMANN, *Consul*.

JANUARY 1, 1867.

I transmit herewith a statement of the value of the goods, wares, and merchandise exported from this consular district to the United States during the quarter ended December 31, 1866.

You will perceive that it amounts to the sum of \$706,647 40, which, in comparison with the preceding quarter, shows a falling off of \$226,298 74. Nearly the whole of this decrease is in woolen cloths and cassimeres; the exports of which during the quarter ended September 30, amounted to \$590,670 96, while the quarter just closed amount only to 446,440 32. This result, in view of the condition of woolen manufactures at home, is not to be regretted.

I am now preparing a comparative table of the exports from this district to the United States, embracing the four quarters of last year, the period during which this consulate has been in my charge.

Statement showing the description and value of merchandise exported to the United States from the consular district of Berlin during the several quarters of the year 1867.

Description.	First quarter.	Second quarter.	Third quarter.	Fourth quarter.	Total in Prussian thalers.	Total in American gold.
Woolen cloth, cassimeres, &c.....	<i>Thal. sgr. pg.</i> 602,056 0 3	<i>Thal. sgr. pg.</i> 283,965 10 9	<i>Thal. sgr. pg.</i> 500,780 13 9	<i>Thal. sgr. pg.</i> 457,426 19 8	<i>Thal. sgr. pg.</i> 1,914,238 14 5	\$1,320,817 64
Woolen shawls.....	17,892 10 6	111,688 15 3	8,752 12 0	92,981 21 0	231,314 28 9	159,607 32
Worsted and woolen yarn.....	98,817 19 9	104,129 10 0	175,003 23 6	113,071 11 3	451,022 4 6	338,865 28
Manufactures of worsted yarn and embroideries.....	40,379 5 9	20,153 0 6	22,456 17 9	52,461 0 9	135,449 24 9	93,460 38
Plush and felt goods.....	143 23 6	.....	.....	643 27 6	781 21 0	543 52
Cotton goods.....	3,471 8 0	4,751 21 0	4,600 1 0	8,063 17 0	20,886 17 0	14,411 73
Linen goods.....	5,492 9 9	5,391 4 6	3,205 19 1	5,317 5 6	19,336 8 10	13,342 04
Glass beads and buttons and miscellaneous trimmings.....	25,268 22 9	43,764 24 0	44,420 10 3	65,416 22 4	178,870 19 4	123,420 74
Kid gloves and hosiery.....	10,938 21 0	9,522 9 6	10,663 1 0	10,932 9 1	42,055 10 7	39,018 19
Glass and porcelain wares.....	3,348 2 6	3,789 18 0	3,226 8 0	4,910 23 4	17,274 21 0	11,919 61
Ground chicory root.....	11,160 1 0	10,086 13 6	12,272 27 6	10,885 23 0	44,405 7 0	30,639 61
Toys, fancy goods, manufactures of leather, wood, iron, &c., including watches and jewelry.....	11,526 17 9	7,395 7 0	30,914 28 7	20,103 28 4	78,940 21 8	54,469 10
Basket wares.....	4,235 7 3	5,977 10 3	4,944 25 11	4,747 28 2½	19,905 11 7½	13,734 69
Books, paintings, prints, and photographs.....	24,523 4 0	22,097 6 0	30,089 24 10	50,242 23 9	126,952 38 7	87,597 54
Lead, zinc, and sulphate of barytes.....	185,700 21 0	99,272 21 0	115,664 26 0	98,920 13 0	499,558 21 0	354,695 50
Fancy paper, cards, and boxes.....	8,785 16 0	11,792 14 0	19,943 16 6	18,142 12 0	58,663 38 6	40,479 13
Chemical preparations, colors, &c.....	10,975 6 9	22,085 28 0	13,186 21 6	6,679 9 6	52,927 5 9	36,519 75
Musical, chemical, and philosophical apparatus and instruments.....	14,821 6 3	12,016 26 0	12,664 21 3	30,407 2 6	69,909 26 0	48,237 81
Furs and skins.....	14,769 4 0	46,226 28 0	48,803 12 6	41,744 23 0	151,514 7 6	104,565 53
Wines and liquors.....	250 15 0	.....	.....	1,745 0 6	1,995 15 6	1,376 91
Miscellaneous goods.....	22,126 17 9	9,556 2 0	11,071 16 10	52,588 16 11	95,342 23 6	65,786 98
Total.....	1,178,682 0 6	843,593 1 3	1,072,664 27 9	1,156,433 8 1½	4,251,373 7 7½	2,933,443 10

DECEMBER 31, 1866.

Statement showing the description and value of the exports from Berlin to the United States during the quarter ended this day.

Description.	Value.
	<i>Thal. gr. pg.</i>
Woollen cloths and cassimeres	662,056 0 3
Woollen shawls	17,892 10 6
Woollen and worsted yarn	98,817 19 9
Worsted yarn, embroideries, and manufactures of woollen yarn	40,379 5 9
Plush and felt goods	143 23 6
Cotton goods	3,471 8 0
Linen goods	5,492 9 9
Glass beads, buttons, and trimmings	25,268 22 9
Gloves and hosiery	10,938 21 0
Glass and porcelain wares	5,348 2 6
Ground chiccory root	11,160 1 0
Sundry fancy goods and toys	11,526 17 9
Basket wares	4,235 7 3
Books, paintings, prints, and photographs	24,523 4 0
Lead, zinc, and sulphate of barytes	185,700 21 0
Fancy paper, cards, &c	8,785 16 0
Chemical preparations and dyes	10,975 6 9
Chemical apparatus and philosophical instruments	14,821 6 3
Fur and skins	14,769 4 0
Wines and liquors	250 15 0
Sundries	22,126 17 9
Total for the quarter ended December 31, 1866...	\$706,647 00= 1,178,682 0 6
Total value for the quarter ended March 31, 1867.	582,079 20= 843,593 1 3
Total for quarter ended June 30, 1867.....	740,137 16= 1,072,664 27 9
Total for quarter ended September 30, 1867.....	797,938 70= 1,156,433 8 1½
Grand total.....	2,826,802 06= 4,251,373 7 7½

FRANKFORT-ON-THE-MAIN—W. W. MURPHY, *Consul General.*

AUGUST 13, 1867.

* * * * *

The exports from this city for the quarter ended March 31, 1867, amounted to 138,218 florins and 10 kreutzer, and from the whole district to 547,392 florins and 52 kreutzer, which shows a decrease of 429,542 florins and 33 kreutzer, against the total amount of the exports during the preceding quarter when they amounted to 1,076,935 florins and 25 kreutzer.

DECEMBER 18, 1867.

* * * * *

The exports from this city during the quarter ended June 30, 1867, amounted to 333,988 florins and 2 kreutzer, and from the whole district to 885,650 florins and 34 kreutzer, which shows an increase of 338,257 florins and 42 kreutzer, against the total amount of the exports during the preceding quarter, when they amounted to 547,392 florins and 52 kreutzer.

JANUARY 18, 1868.

* * * * *

The exports from this city during the quarter ended September 30, 1867, amounted to 416,539 florins and 42 kreutzer, and from the whole district to 1,140,835 florins and 55 kreutzer, which shows an increase of 255,185 florins and 21 kreutzer, against the total amount of the exports during the preceding quarter, when they amounted to 547,392 florins and 52 kreutzer.

FEBRUARY 7, 1868.

The aggrandizement of Prussia by annexation directly, and the formation of the North German Confederation indirectly, has been also connected with great advantages, especially as regards the facilitation both of business generally, and domestic and international intercourse. Of these measures, which have been taken in view and partly realized already, in fact forming an important step towards the material unification of Germany, though still in a state of transition, I beg to point out the new organization of the system and administration of the railway telegraph and post office departments, the establishment of a unit coin, weight, and measure, the abolition of the Rhine and Mayn river tolls, the abolition of the monopoly of salt, &c.

That measure which appears to be nearest realization is the establishment of a unit weight and measure, while the introduction of one standard coin seems to meet with more and greater difficulties. One would think it a very easy task for the Prussian government to establish at least a joint system of coinage for the North German Confederation. That this, however, is not the case, appears from the peculiar fact that there are still in force and operation eight different systems of coinage, currency, and account in the states and provinces forming the confederation. These are, first, the 30-thaler standard in Prussia proper, with a subdivision of the thaler into 30 groshens of 12 pennies each; second, the 30-thaler standard in the kingdom of Saxony and the duchies of Saxe-Gotha, Saxe-Altenburg, and Brunswick, with a subdivision of the thaler into 30 groshens of 10 pennies each; third, the 30-thaler standard in the grand duchies of Mecklenburg-Schwerin and Mecklenburg-Strelitz, and the duchy of Lauenburg, with a subdivision of the thaler into 48 skillings of 12 pennies each; fourth, the 30-thaler standard in the free cities of Hamburg and Bremen, with a subdivision of the thaler into two and one-half mark current, or 40 shillings of 12 pennies each; fifth, the system of calculating after the mark banco in the free city of Hamburg, and the city of Altona and neighborhood; sixth, the thaler gold standard in the free city of Bremen, with the louis d'or or pistole, containing at least $\frac{1}{84}$ part of a pound of fine gold, and estimated at five thaler, the thaler subdivided into 72 groats; seventh, the species thaler standard in Schleswig-Holstein, according to which the nine and one-fourth species thalers are containing one Cologne mark of fine silver, the thaler subdivided into 60 shillings current; and eighth, the last but not the least important, the South German or florin standard in Frankfort-on-the-Main, Nassau, the principality of Hohenzollern, the duchies of Saxe-Meiningen and Saxe-Coburg, the principality of Schwarzburg-Rudolstadt, and the South German states not belonging to the North German Confederation, viz: the kingdom of Bavaria and Wurtemberg, and the grand duchies of Baden and Hesse-Darmstadt.

The greatest deficiency, however, of the present system is, that the Prussian government has not been able even to extend it over its own special territory, but under the prevailing circumstances has been necessitated to ordain a special law for its newly annexed territories. The same was issued on the 24th of August, 1867, and reads in translation as follows:

"We, William, by the grace of God King of Prussia, &c., do hereby ordain with regard to the territories incorporated into the Prussian monarchy by the laws of the 20th of September, and the 24th of December, 1866, with the exclusion of the late Bavarian county of Kaulsdorf, as follows:

"ARTICLE 1. The regulations about coinage valid within the old Prussian provinces, and especially the mint and coinage law of the 4th of May, 1857, shall also be of legal force for the territories incorporated into the Prussian monarchy by the aforementioned acts of law, with the exception of the territory of the late free city of Frankfort, with the restriction, however, that the current coins and silver change coined in the late kingdom of Hanover and the electorate of Hesse-

Cassel after the thaler standard, as well as the copper coins of the said late electorate of Hesse, shall be made equal to the Prussian coins; and that the traders and merchants of the city of Altona and neighborhood shall be allowed to calculate after banco mark.

"ART. 2. The calculation of amounts, payable, according to agreement, in coin of the territories mentioned in article 1, not made equal to Prussian coin, shall be after the following rates:

"1st. Ten Hanoverian pennies are to be equal to 12 Prussian pennies.

"2d. Seven florins of South German standard are to be equal to four Prussian thaler.

"3d. Five marks current are to be equal to two Prussian thaler.

"4th. Four Danish rix thaler are to be equal to three Prussian thaler; fractions, when amounting to less than half a Prussian penny, shall not be counted, and when amounting to more than half a penny shall be counted a full penny. For running payments to be made by instalments, the latter regulation shall be binding only for the amount payable within the calendar year.

"ART. 3. The coins of Schleswig-Holstein, Nassau and Hesse-Homburg, with the exception of the "vereinsthaler," that is to say, the thalers coined in accordance with the third article of the mint-union of the 28th of January, 1857, as well as the copper coins of Hanover, are to be drawn in and exchanged against Prussian coin at the rates specified in article 2. The term during which the money can be exchanged has to last four weeks, and is to be published at least three months previous to its expiration. The minister of the treasury has to regulate the particulars and to point out the public offices at which the different sorts of coin shall be received for exchange. Upon the expiration of said term of exchange, these coins shall be withdrawn from circulation and be no longer valid as legal tender.

"ART. 4. Up to the 31st of September, 1867, everybody within the territories specified in article 1 shall be bound to accept in payment, also, those coins which are not made equal to Prussian coin, as well as up to that term the calculation after the former coins of the incorporated territories shall be permitted.

"ART. 5. Within the territory of the late free city of Frankfort everybody shall be bound to accept payments to be made by public offices in Prussian coin and equalized coin at the rates of valuation specified in article 2.

"ART. 6. The decrees issued for the old Prussian provinces with regard to Prussian treasury notes shall henceforth be also of legal force for the territories incorporated into the Prussian monarchy by the laws of the 20th of September and 24th of December, 1866. The treasury notes of the former electorate of Hesse shall be equal to Prussian treasury notes.

"Further, the notes of the State's Bank of Nassau shall be taken in payment by all public offices within the territory of the late duchy of Nassau.

"ART. 7. All prescriptions and regulations are hereby cancelled which are in contradiction with the present decree, with the execution of which the minister of the treasury and the minister of commerce, trade and public works are entrusted.

"In witness our own hand and the great royal seal. Given at the Castle of Babelsberg on the 24th of August, 1867.

"WILLIAM."

As there have been made already several proposals with regard to the establishment of a unit coin for the whole of Germany, which will be discussed as soon as the North German parliament will have appointed a committee to deliberate on the subject of a joint measure, weight and coin, I beg to furnish a few remarks, taken from a treatise of a privy councillor of the Prussian government. He fairly intimates that it is time to remove at least the confusion prevailing among the German governments with regard to coinage. The last endeavor in this direction has been the mint treaty, concluded between the German govern-

ments, after some very tedious and expensive discussions at Vienna, on the 24th of January, 1857, which, however, did not produce the least change for the better. The north retained its thaler standard, the south its florin standard, and the several governments the freedom of dividing the thaler into such subdivisions as they might please. The only improvement was, that a few of the governments abandoned the former division of the thaler into "gute groshens" or groats, and divided it, after the Prussian system, into 30 silver groshens. In the subdivision of the silver groshen, however, they varied again from Prussia, by subdividing it, apparently with full right, after the decimal system into 10, instead of into 12 pennies. Austria alone took advantage of the discussions at Vienna, by entirely dropping her old system of coinage, and introducing the decimal system, adapting the same to the thaler system. At the same time, however, she introduced the souverain d'or, or Lombardo-Venetian sovereign, which, being just as inconvenient for the international as for the domestic intercourse of Germany, has never come into universal circulation, although it was intended to become, under the name of "Deutsche Gold-Krone," or German gold crown, the current German gold coin; for the very same governments which had consented at Vienna to the introduction of the new gold crown as the legal gold coin of Germany refused afterwards to accept it as such at their public offices. As to value, the German gold crown is equal to 27.317s. sterling or 327.76*d.* sterling; the Austrian double souverain d'or to 27.843s. or 334.12*d.*, the Austrian Lombardo-Venetian sovereign to 27.574s. or 330.91*d.*

Although the introduction of a new system of coinage in Germany may be liable to many considerations, as to the regulations and customs of the different states, still the German Zollverein has acquired such an importance of late, for the commercial intercourse of the world, that of course some arrangement ought to be made for the facilitation of the exchange of its coins against those of other leading commercial countries. Therefore, as the greater part of the latter have adopted the gold standard, it is proposed that also the German states should change the silver standard into the gold standard. It may be true that the silver standard has become rather insufficient for Europe as well as for America, since the trade with the East Indies and Eastern Asia has assumed so astonishing an extent that enormous quantities of silver are constantly exported to those countries where silver is the principal means of payment.

A further proposal is the introduction of the decimal system or decimal subdivision of the current gold coin with the "Vereins-Thaler," that is to say the thaler coined in accordance with the mint treaty of the 24th of January, 1857, as the principal piece of silver change. As however, the division of the thaler into 30 groshens does not directly adapt itself to the decimal system, the greater part of the German boards of trade and commerce have decided in favor of its subdivision into "drittel-thaler pieces," or third part of a thaler, under the name of "Reichsmark," (R.) to be subdivided into 10 groshens of 10 pennies each. The "Reichsmark" then would adapt itself to the Austrian florin of 100 "Neukreutzers," and the south German florin of 60 kreutzers, thus, 1 reichsmark equal to 100 pennies, or 50 Austrian neukreutzers, or half Austrian florin, or 35 south German kreutzers; 10 pennies equal to 1 groshen, or 5 Austrian neukreutzers, or $3\frac{1}{2}$ south German kreutzers.

To the French system the "Reichsmark" would adopt itself as follows: 4 reichsmark equal to 5 francs; 4 groshens equal to 50 centimes, or half florin; 4 pennies equal to 5 centimes.

With the English silver coin the reichsmark would compare as follows: 1 reichsmark equal to 10 groshens, or equal to 1 English shilling, or 12 English pence.

Should England adopt the decimal subdivision of the shilling, as has been proposed some years ago, then the new small coin would perfectly coincide with the English one, so that a reichsmark and an English shilling, a German groshen,

and an English penny, a German penny, and an English decimal penny would be identical.

As for the selection of a gold coin convenient both for domestic and international circulation, only coins which are universally known can be taken into consideration, only the following five can be proposed for that purpose, viz: The English sovereign, (£1,) the American eagle, (\$10,) the Spanish and South American gold ounce or doubloon, the French napoleon d'or, and the Dutch ducat. Unfortunately, however, these gold coins are very different from each other as regards value. Reduced to English shillings sterling, they are as follows: 1 sovereign equal to 20 shillings, 1 eagle equal to 41.9 shillings, 1 doubloon equal to 63.97 shillings, 1 10-franc piece equal to 7.93 shillings, 1 1 Dutch ducat equal to 9.34 shillings.

From the foregoing it appears that when the new 25-franc piece, as proposed by the French government, is adopted as a foundation, it will not be very difficult to bring the principal coins in such conformity that they may serve as a convenient tender for the settlement of accounts in the respective countries, the 25-franc piece being, with a trifling difference, equal to a 20-reichsmark piece, or £1, or \$5. Unfortunately, however, the Prussian government has not yet decided how to act in the matter, as a great predilection seems to prevail in favor of half an English sovereign piece as a foundation, and the reichsmark as subdivision for small change.

At the international mint conference held at Paris in July last, where the 5-franc piece was proposed as the gold unit for an international uniformity of coinage, Privy Councillor Meinecke, the Prussian commissioner, declared that his government might be willing to abandon, in the interest of international circulation, its silver standard in favor of a gold standard, but that first they had to come to an understanding on the matter with the other governments of the North German Confederation, as well as with those of southern Germany, who had signed with them the mint treaty of 1867. So far, however, as is known here, the Prussian government has already submitted its proposals to the "Bundesrath" (the federal council) of the North German Confederation to prepare a bill for the next sitting of the North German parliament for the establishment of a joint system of coinage, measure, and weight, as stated before.

In the reorganization of the postal affairs of Germany, Prussia has been the most successful, on which I shall have the honor to treat in my next communication.

FEBRUARY 23, 1868.

The abolition of the monopoly of salt in Germany, the realization of which is owing to the efforts and energy of the Prussian government, has been certainly an important step of progress in the light of national economy, although, in fact, the more indispensable, as the whole system of the production and preparation of salt has been undergoing some material transformation of late. The increased demand for salt for new branches of industry, the discovery of extensive beds of rock salt, the facilitation of transport by means of railways and several other motives, have just as naturally led to various important alterations in the management both of salt works and salt trade, as they have rendered necessary the abolition of the monopoly of salt.

For the Prussian territory proper, the newly annexed provinces of course included, the new measure has been made valid and legal by three laws and decrees, issued on the 9th of August, 1867, and for the rest of Germany by a treaty concluded with the different German governments dated the 1st of July, 1867, and all of which have gone into operation on the 1st of January last.

* * * * *

The first law, entitled "Abolition of the salt monopoly and introduction of a salt tax," provides that the former exclusive privilege of the government to

carry on the wholesale trade in salt shall be abolished, and instead of the same a tax be introduced of two thaler per hundred weight, net, for all salt intended for domestic consumption, and payable when the salt is produced in the country, by the producer, and when imported from abroad, by the importer. Exempted from taxation is, first, salt intended for exportation for assistance in times of distress and need, and for the fabrication of sulphate of soda and of soda. Second, salt used for agricultural and industrial purposes, especially for the salting of herrings and similar fish, and the salting and pickling of all articles intended for exportation, with the exception, however, of salt used for the preparation of means of subsistence and enjoyment for human beings, especially for the fabrication of tobacco, snuff, and segars, confectioner's articles, and mineral waters, as well as for bathing purposes. All sorts of salt thus exempted, however, are subject to certain measures of examination and control, and to a fee for the officers intrusted therewith of at least two silver groshens per hundred weight.

At the same time with the abolition of the salt monopoly and the introduction of the salt tax, all the mining duties have been abolished, which heretofore were levied on rock salt and salt found together with rock salt, as well as on salt springs.

The penalty for the evasion of the salt tax, which includes the confiscation of the salt in question and of the vessels wherein it is contained, shall not exceed for the first case of the infringement of the law the fourfold amount, for the second one the eightfold amount, and for each further transgression the sixteen fold amount of the evaded tax. If the weight of the salt to which the fraud refers cannot be ascertained, so that the amount of the evaded tax as well as of the penalty cannot be fixed, then instead of confiscation and fine the payment of an amount of from 20 to 2,000 thaler, (\$14 to \$1,400) shall be enforced. If the owner of a salt work establishment is lawfully convicted of a second evasion of the salt tax, he shall forfeit the authority of the management of the establishment, and if convicted of an application of salt, which he has received exempt from tax, contrary to the prescriptions provided for the use or non-use of the same, he shall forfeit the privilege of further receiving salt exempt from tax.

With regard to the alteration of the foregoing fines into punishment by imprisonment, the subsidiary obligation of third persons, the offer of presents to officers entrusted with the control of the salt tax, the offering of resistance to the latter, &c., &c., the provisions of the penal code referring to the custom laws, as well as the common penal laws shall be of legal force.

The second law, entitled "Ordinance concerning the collection of a tax on salt," comprehends under the category of salt all sorts of boiled salt, rock or sea salt, as well as all substances from which salt can be separated, and then specifies both the amount and the mode of collection of the tax on domestic and foreign salt, the formalities connected with the establishing and management of salt works, the official control of the same, the penalties for the infringement of the law, and the exemptions from the payment of the tax.

As the greater part of the provisions referring hereto have been fully treated on in the first law mentioned, I beg only to mention, with regard to the tax on foreign salt, that the importation of salt and substances containing salt from abroad, and the transit and exportation of the same, are subject to the provisions and regulations of the common custom laws and the penal code referring to the same. The most remarkable feature of the law is, at any rate, the very troublesome and circumstantial character of the control to which salt works and factories are exposed. From the article treating on the same, it appears that for the control of each salt work, salt pit, or salt refinery, a special salt tax officer is to be established; and further, that each owner of such an establishment is obliged to take care, first, that the access to the salt houses and drying rooms, as well as to the rooms in which rock salt is separated or crushed, can be easily inspected

and safely kept under lock and key. Second, that the salt magazines are sufficiently protected from forcible or clandestine removal of salt, and locked up in such a manner that they cannot be opened without the co-operation of the officer under whose control they are. Third, that the salt is kept only in vessels, apparatus, and rooms, which have before been examined and stamped by the proper officers. Fourth, that accurate books are kept about the management of the salt works, and the amount of the salt produced and sold, and that said books are at any time ready to be examined by the officers. Fifth, that no persons are employed at the salt works who carry on a trade in salt, or have it carried on by their relations, and that all such people are not permitted to enter the establishment. Sixth, that, at the mansions connected with or adjoining the salt works, no greater quantities of salt of any kind are kept than requisite for common household purposes and allowed by the tax authorities. Seventh, he is obliged to provide for the arrangements necessary for the weighing and denaturalization of salt, (rendering salt unfit for cooking and similar purposes) and the substances requisite for the latter purpose, as well as furnish proper persons for the execution of the work. Eighth, to furnish some proper localities for offices, and residence for the controlling officers. Ninth, to enclose the salt work yards with a proper and safe fence, and keep the same locked up at night time, &c., &c.

The provisions specified under Nos. 2 to 7 are binding also to the owners of factories in which salt is produced as a secondary product. Further, all salt ready for sale is safely to be kept under lock and key in the salt magazines, until it is actually delivered over to purchasers or traders, but it is to be sold only in quantities of no less than half a hundred weight.

The third law which is entitled: "Introduction of the ordinance concerning a tax on salt in the territories incorporated into the Prussian monarchy by the laws of the 20th of September and the 24th of December, 1866," provides that the salt tax laws shall go into operation in the duchies of Schleswig-Holstein on the 9th August, 1867, the date of the ordinance, and in the other provinces on the 1st of January, 1868; and further, that exempted from the operation of the law shall be those districts of the late kingdom of Hanover, which are not included in the German Zollverein, just so as those districts which are excluded from the toll alliance of the dutchy of Schleswig.

The fourth document in question is the "treaty which has been concluded concerning the collection of a tax on salt" between the governments of Prussia, Bavaria, Saxony, Wurtemberg, Hesse, Brunswick, Oldenburg, and the states belonging to the Thuringian Zollverein, viz: Saxe-Weimar-Eisenach, Saxe-Meiningen, Saxe-Altenburg, Saxe-Coburg-Gotha, Schwarzburg-Rudolstadt, Schwarzburg, Sondershausen, Reuss older line, and Reuss younger line.

Irrespective of the general provisions and regulations specified in the foregoing laws, and which are made of legal validity for the states of all the contracting parties, the treaty specially provides that the 10th article of the treaty of the 16th of May, 1865, stipulating the continuance of the German Zollverein, shall be null and void, and the free trade of salt be extended over the whole territory of the Zollverein. Further, no other tax than that of two thaler for a hundred weight of salt, net, shall be permitted to be raised, neither for account of the government nor for that of communities or corporations. The proceeds of the taxes are for joint account, so that, after the deduction of the cost of collection and control and the salary of the different officers, there will be distributed between the contracting parties in proportion to their respective populations, and in accordance with the principles agreed upon for the receipts of the Zollverein. The collection and control of the tax on salt produced within the territory of the Zollverein takes place in accordance with special arrangements agreed upon between the contracting governments, that of salt imported from abroad, however, in accordance with the general customs laws.

All these laws and regulations have gone into operation, as stated before, on the 1st of January last.

I should, however, mention here that the said treaty has led to the most various discussions and complaints with regard to the disproportionate enjoyment of the proceeds of the tax. These complaints appear fair, when the fact is taken into consideration that the consumption of salt in the southwestern states of Germany is by far larger than in northern Germany, as clearly appears from the following statement exhibiting the consumption of salt in northern and southern Germany, per head of the population, in zoll pounds :

NORTHERN GERMANY.

	Lbs.		Lbs.
Prussia, exclusive of Hohenzollern..	15.21	Anhalt	12.02
Hanover and Oldenburg	18.56	Lippe-Detmold	14.85
Brunswick	15.01	Lippe-Schaumburg	14.95
Hesse-Cassel	13.91	Luxemburg	14.23
Thuringia	12.63	Nassau	16.76
Saxony	12.22	City of Frankfort	20.03

SOUTHERN GERMANY.

Bavaria	20.67	Hesse-Darmstadt	16.82
Wurtemberg	20.81	Hohenzollern	25.81
Baden	24.27		

These figures show that the consumption of salt is by far larger in southern Germany, especially Bavaria, Wurtemberg, and Baden, representing a population of 8,000,000 of inhabitants, than in northern Germany, and that therefore as, according to said treaty, the proceeds of the tax are merely distributed in proportion to the population and not in proportion to the actual consumption of salt in the different states, a great pecuniary profit is on the side of Prussia, respectively the northern states of Germany. The average consumption of salt per head, if all the German States are taken together, is about 16.55 pounds, so that, for instance, Bavaria loses 4.12 pounds per head of her population, which is equal to a total amount of tax of 197,500 hundred weight, or at the rate of two thaler per hundred weight, a cash loss of 395,000 thaler, or almost 700,000 florins (\$280,000) per year. In fact, a considerable pecuniary sacrifice on the part of the states not belonging to the North German Confederation in return for the abolition of the monopoly of salt.

Another progressive step on the territory of national economy since the foundation of the North German Confederation, is the abolition of the Rhine river tolls.

With regard to the same, the annual report of the "central commission for the Rhine navigation," for the years 1865 and 1866, which has been lately published, fairly states that the year 1866 has made an epoch in the navigation of the Rhine, both of great historical and statistical importance. Under the beneficial influence of the treaty of the 31st of March, 1831, the navigation of the Rhine acquired an importance within the last 36 years which was neither known nor anticipated in former times. The order and freedom of intercourse on the whole navigable road of the river, the abolition of staple and loading privileges, the uninterrupted improvements of the stream, and the introduction of steam navigation, drew commerce and trade nearer and nearer to the banks of the Rhine, on which already the most various branches of industry, as well as agriculture and mining, had commenced to show themselves in the most flourishing condition. The establishment also of the German Zollverein contributed towards enlivening the navigation of the Rhine. By the increasing extent of the European railroad net, it is true, a great part of the goods which were less dependent on the high rate of freight than on rapid delivery, was diverted from the water-road, while the transport of other goods, especially of such of extraordinary bulk and weight, increased. The import, for instance, of coffee declined at the port of Emmerich from 632,748 quintals in 1856 to 378,913 quintals in 1865, that of raw tobacco

from 152,822 to 80,400 quintals, and that of silk, at the port of Manheim, from 17,591 to 302 quintals, while the transport of rock salt at the port of Manheim increased from 347,334 to 688,979 quintals; that of iron ores at the port of Coblenz from 3,000,000 to 6,000,000 quintals, and that of stone coal from the Ruhr into the Rhine from 20,000,000 in 1856 to 37,000,000 quintals in 1866. A similar turn the traffic took in the tributary streams and on the Main.

Now, this unfavorable state of navigation, it is hoped, will become more normal again after the Rhine and the Main have been freed at last of all their troublesome and antiquated tributes and taxes.

In my next communication I shall have the honor to furnish the department with a few statements on the important question of the higher taxation of tobacco, which is contemplated by the Prussian government.

Statement showing the description and value of exports from the states of Frankfort, Hesse-Darmstadt, Hesse-Cassel, Nassau, and Brunswick, to the United States during the quarter ended December 31, 1866.

Description.	Frankfort-on-the-main.	Grand Duchy of Hesse.	Electorate of Hesse.	Duchy of Nassau.	Duchy of Brunswick.	Total value.
	Florins. Kr.	Florins. Kr.	Florins. Kr.	Florins. Kr.	Flor's. Kr.	Florins. Kr.
Wine and brandy.....	18, 977 01	212, 799 50	2, 218 00	28, 941 17		262, 936 68
Leather.....	79, 867 30	101, 908 07		13, 701 14		195, 476 51
Leather goods.....	8, 316 52	23, 948 58				32, 265 50
Drugs and chemicals.....	4, 552 17	24, 655 06		5, 647 50	337 45	35, 192 58
Jewelry and precious stones.....		15, 358 22	29, 301 53	29, 716 00		74, 376 15
Barytes.....		15, 787 48				15, 787 48
Fancy goods.....	23, 527 30	11, 013 23				34, 540 53
Colored paper.....		7, 754 30	5, 367 53			13, 122 23
Printed music.....		8, 676 33				8, 676 33
Hardware.....		9, 311 36	1, 157 34			10, 469 10
Paper hangings, &c.....		6, 654 49				6, 654 49
Mineral water.....		3, 368 44				3, 368 44
Books and engravings.....	290 02	4, 066 00				4, 456 02
Linen, woollen, and cotton goods.....	1, 924 42	1, 278 04	6, 533 57			9, 736 43
Watch trimmings.....		5, 637 20				5, 637 20
Hops.....		10, 736 36				10, 736 36
Parts of watches.....		1, 304 06		106 45		1, 410 51
Hares' skins.....	205, 704 49	6, 498 20	10, 880 52			223, 084 01
Chemical apparatus.....		1, 235 51				1, 235 51
Pipes.....		1, 681 35	14, 181 49	15, 601 40		31, 465 04
Skins.....	5, 870 11	4, 122 00		9, 258 35		19, 250 46
Cloth.....	191 00	2, 532 00				2, 723 00
Strings.....		818 00				818 00
Stationery.....	1, 720 13	801 10				2, 521 23
Bone black.....	1, 247 57	1, 946 10				3, 194 07
Corsets.....	4, 764 51	1, 674 40				6, 439 31
Toys.....		471 20	520 45			992 05
Pig lead.....	11, 329 11					11, 329 11
Silk.....	2, 577 27					2, 577 27
Trimmings.....	2, 236 48					2, 236 48
Matrices and types.....	1, 795 24					1, 795 24
Hosiery.....	1, 566 22					1, 566 22
Glass ware.....	1, 531 57			1, 281 34		2, 813 31
Embroideries.....	1, 376 50					1, 376 50
Smallware.....	1, 054 26					1, 054 26
Human hair, hair-work.....	1, 016 44		2, 133 15	1, 533 00		4, 682 59
Surgical, &c., instruments.....	769 38	800 36	671 24			2, 241 38
Images.....				1, 832 17		1, 832 17
Paintings.....					2, 176 07	2, 176 07
Cockpit saws.....				978 36		978 36
Tinfoil covers.....				131 15		131 15
Machines and machine articles.....	1, 205 24				3, 543 45	4, 749 09
Photographic lenses.....					1, 869 42	1, 869 42
Sundries.....	8, 152 36	5, 116 47	3, 693 38			16, 963 01
Total.....	391, 567 42	491, 948 21	76, 661 00	108, 730 03	7, 927 19	1, 077, 834 25
Total for March 31, 1867.....	138, 218 10	257, 758 38	67, 779 38	82, 792 04	844 22	547, 392 52
Total for June 30, 1867.....	333, 988 02	316, 678 05*	87, 342 15†	145, 426 00	2, 216 12	885, 650 34
Total for September 30, 1867.....	416, 539 42	429, 795 54*	115, 075 58†	157, 336 21	22, 088 00	1, 140, 835 55

* Hesse-Darmstadt.

† Hesse-Cassel.

GRAND DUCHY OF HESSE.

MARCH, 31, 1867.

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The exports to the United States during the quarter ended March 31, 1867, amounted to 257,758 florins and 38 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Wine and brandy.....	114,093 25	Snuff.....	1,576 29
Leather.....	69,522 04	Mineral water.....	1,500 00
Leather goods.....	17,943 06	Paper borders and hangings...	1,321 00
Chemicals.....	13,742 43	Particles of watches.....	709 43
Unripe grapes.....	12,500 00	Fancy goods.....	607 56
Paper, stationery, &c.....	6,441 55	Cotton yarn.....	497 24
Printed music.....	3,055 57	Wire tacks, coffee mills, &c. ..	477 15
Barytes.....	2,699 54	Hares' fur.....	54 30
Books, note-books, &c.....	2,447 32	Sundries.....	2,380 34
Knives.....	2,329 06		
Wood pipes.....	2,147 53	Total.....	257,758 38
Hair work.....	1,705 12		

APRIL 8, 1867.

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The exports to the United States during the quarter ended December 31, 1866, amounted to 491,948 florins and 21 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Wine.....	212,799 50	Mineral water.....	3,368 44
Leather.....	101,908 07	Cloth.....	2,532 00
Drugs and chemicals.....	24,655 06	Bone-black.....	1,946 10
Leather goods.....	23,948 58	Pipes.....	1,631 35
Barytes.....	15,787 48	Corsets.....	1,674 40
Jewelry.....	15,358 22	Particles of watches.....	1,304 06
Fancy goods.....	11,013 23	Linen, woollen, and cotton goods	1,278 04
Hops.....	10,736 36	Chemical apparatus.....	1,225 51
Hardware.....	9,311 36	Strings.....	818 00
Printed music.....	8,676 33	Stationery.....	801 10
Colored paper.....	7,754 30	Mechanical instruments.....	800 36
Paper hangings.....	6,654 49	Veneer.....	528 29
Hares' fur.....	6,498 20	Toys.....	471 20
Watch findings.....	5,637 20	Sundries.....	4,588 18
Skins.....	4,122 00		
Books and engravings.....	4,066 00	Total.....	491,948 21

JUNE 30, 1867.

* * * * *

The exports to the United States during the quarter ended June 30, 1867, amounted to 316,678 florins and 5 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Wine.....	141,333 35	Frames.....	1,671 13
Leather.....	50,930 56	Corsets.....	1,665 32
Chemicals and drugs.....	33,951 44	Hardware.....	1,530 18
Hares' fur.....	24,465 42	Brown earth.....	1,264 00
Leather goods.....	16,654 36	Brooches and needles.....	1,218 00
Printed music.....	5,838 00	Linen, woollen, and cotton goods	932 20
Mineral water.....	4,865 50	Perfumery.....	754 18
Stationery.....	3,919 00	Music works.....	556 30
Colored paper.....	3,732 13	Snuff.....	537 07
Agate wares.....	3,036 00	Pocket-books.....	249 39
Strings.....	2,935 47	Beer.....	235 15
Hair work, &c.....	2,863 38	Sundries.....	6,027 32
Particles of watches.....	2,418 47		
Toys.....	2,182 14	Total.....	316,678 05
Fancy goods.....	1,803 19		

SEPTEMBER 30, 1867.

* * * * *

The exports to the United States during the quarter ended September 30, 1867, amounted to 429,795 florins and 54 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Leather.....	129,752 34	Hardware.....	1,958 50
Wine.....	114,405 17	Lithographic machine.....	1,718 20
Leather goods.....	61,347 12	Watches and particles of watches.....	1,708 22
Hare's fur.....	35,701 37	Mineral water.....	1,356 00
Chemicals.....	22,673 14	Books.....	1,198 27
Fancy goods.....	11,255 57	Frames.....	1,149 44
Printed music.....	6,864 35	Snuff.....	1,036 39
Hops.....	5,871 47	Soap and perfumery.....	893 06
Paper.....	4,185 05	Linen, woollen and cotton goods.....	835 37
China-ware.....	3,842 47	Pipes.....	625 28
Trimmings.....	3,829 58	Glue.....	622 08
Stationery.....	2,978 49	Roll table covers.....	600 24
Chemical apparatus.....	2,548 30	Sundries.....	4,123 49
Colors.....	2,521 42		
Strings.....	2,045 56	Total.....	429,795 54
Hair wook.....	2,045 00		

ELECTORATE OF HESSE.

MARCH 31, 1867.

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The exports to the United States during the quarter ended March 31, 1867, amounted to 67,779 florins and 38 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Jewelry and precious stones.....	18,523 10	Paintings.....	971 50
Linen and woollen goods.....	17,955 53	Leather.....	903 35
Pipes.....	7,645 44	Chemicals.....	798 02
Human hair.....	5,127 10	Wine.....	701 48
Hosiery.....	3,278 04	Scales.....	404 55
Hares' fur.....	2,175 30	Sundries.....	5,889 26
Toys.....	2,061 33		
Pasteboard, boxes, &c.....	1,432 58	Total.....	67,779 38

APRIL 8, 1867.

* * * * *

The exports to the United States during the quarter ended December 31, 1866, amounted to 76,661 florins, consisting of—

	Florins. Kr.		Florins. Kr.
Jewelry.....	29,301 53	Crucibles.....	866 29
Pipes.....	14,181 49	Toys.....	520 45
Hares' fur.....	10,880 52	Surgical instruments.....	378 46
Woollen and linen goods.....	6,533 57	Oil.....	337 30
Colored paper.....	5,367 53	Jewelers' instruments.....	292 38
Wine and brandy.....	2,218 00	Cast-iron goods.....	291 05
Human hair.....	2,133 15	Sundries.....	1,280 08
Pasteboard boxes.....	1,060 16		
Pasteboard.....	1,015 44	Total.....	76,661 00

DUCHY OF NASSAU.

MARCH 31, 1867.

The exports to the United States during the quarter ended March 31, 1867, amounted to 82,792 florins and 4 kreutzers, consisting of—

	Florins. Kr.		Florins. Kr.
Wine.....	27,145 59	Mineral water.....	1,898 00
Pipes.....	13,006 44	Fancy goods.....	1,526 24
Leather.....	11,973 15	Books.....	618 19
Jewelry, precious stones, &c....	10,436 49	Guns and gun parts.....	420 07
Skins.....	5,404 51	Prunes.....	96 30
Human hair.....	4,232 45	Sundries.....	1,308 21
Cutlery.....	2,414 00		
Chemicals.....	2,310 00	Total.....	82,792 04

JUNE 30, 1867.

The exports to the United States during the quarter ended June 30, 1867, amounted to 145,426 florins, consisting of—

	Florins. Kr.		Florins. Kr.
Wine.....	58,801 40	Glue.....	1,713 15
Leather.....	20,393 00	Prints and books.....	1,602 15
Jewelry, precious stones, &c....	17,750 12	Seeds.....	800 00
Pipes.....	14,025 37	Dry goods.....	661 57
Linen and cotton goods.....	7,450 20	Images.....	299 20
Hair work.....	7,145 05	Photographs.....	222 45
Mineral water.....	4,714 55	Sundries.....	1,832 10
Colors and dyes.....	4,388 25		
Fancy goods.....	3,625 04	Total.....	145,426 00

APRIL 8, 1867.

The exports to the United States during the quarter ended December 31, 1866, amounted to 108,730 florins and 3 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Jewelry and precious stones....	29,716 00	Glass ware.....	1,281 34
Wine.....	28,941 17	Dyes.....	1,120 00
Pipes.....	15,601 40	Cock saws.....	978 36
Leather.....	13,701 14	Tinfoil covers.....	131 15
Calf and goat skins.....	9,258 35	Particles of watches.....	106 45
Chemicals.....	4,527 50		
Images.....	1,832 17	Total.....	108,730 03
Hair and hair work.....	1,533 00		

SEPTEMBER 30, 1867.

The exports to the United States during the quarter ended September 30, 1867, amounted to 157,336 florins and 21 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Hares' fur.....	47,040 50	Linen, woollen, and cotton goods	1,755 00
Leather.....	37,580 48	Colors.....	1,128 30
Wine and brandy.....	24,596 18	Dried fruits.....	1,040 06
Pipes.....	15,624 49	Books.....	995 00
Jewelry and precious stones....	15,541 57	Stationery.....	535 00
Hardware.....	2,568 25	Optical instruments.....	330 00
Fancy goods.....	2,385 18	Sundries.....	2,100 00
Drugs.....	2,154 37		
Mineral water.....	1,959 06	Total.....	157,336 21

HESSE-CASSEL.

JUNE 30, 1867.

* * * * *

The exports to the United States during the quarter ended June 30, 1867, amounted to 87,342 florins and 15 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Jewelry	28,198 07	Glass ware.....	965 00
Linen, woollen, and cotton goods.	22,024 00	Leather.....	960 05
Hares' fur.....	12,636 45	Human hair	943 50
Toys	7,087 06	Liquor.....	871 50
Pipes.....	4,592 00	Cast-iron goods.....	483 35
Beads.....	2,389 14	Musical instruments	340 00
Vestings.....	2,384 05	Sundries	1,158 27
Zephyr wool	1,339 34		
Leather goods.....	968 37	Total.....	87,342 15

SEPTEMBER 30, 1867.

* * * * *

The exports to the United States during the quarter ended September 30, 1867, amounted to 115,075 florins and 58 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Jewelry	40,229 36	Cast-iron goods.....	733 15
Pipes	16,115 25	Glue	626 54
Cloth.....	13,789 45	Pearls of metal	300 00
Woollen yarn.....	9,654 50	Chemicals	140 48
Felt shoes.....	8,695 50	Brown earth	113 50
Woollen and cotton goods	7,078 43	Basket ware	85 40
Toys	4,864 49	Sundries	9,550 00
Leather goods.....	1,576 09		
Embroideries	1,521 00	Total.....	115,075 58

DUCHY OF BRUNSWICK.

APRIL 8, 1867.

* * * * *

The exports to the United States during the quarter ended December 31, 1866, amounted to 7,927 florins and 19 kreutzer, consisting of—

	Florins. Kr.		Florins. Kr.
Machine particles.....	3,543 45	Chemicals	337 45
Paintings	2,176 07		
Photographic lenses.....	1,869 42	Total.....	7,927 19

JUNE 30, 1867.

* * * * *

The exports to the United States during the quarter ended June 30, 1867, amounted to 2,216 florins and 12 kreutzer, consisting of—

	Florins. Kr.
Photographic lenses.....	2,014 32
Chemicals	201 40
Total	2,216 12

AIX-LA-CHAPELLE—W. H. VESEY, *Consul*.

Statement showing the description and value of exports from Aix-la-Chapelle to the United States for the year ended September 30, 1867.

Description.	First quarter.	Sec'nd quarter	Third quarter.	Fourth quarter	Total.
	<i>Thlr. Sgr. Pg</i>	<i>Thlr. Sgr. Pg</i>	<i>Thlr. Sgr. Pg</i>	<i>Thlr. Sgr. Pg</i>	<i>Thlr. Sgr. Pg</i>
Woollen cloth, cassimeres, and doeskins.	683,365 26 8	678,780 7 0	701,349 6 1	261,270 29 8	2,324,766 9 5
Woollen gloves.....	71 20 6	6,144 18 1	33,966 23 2	2,244 26 0	42,427 27 9
Woollen flocks.....	3,219 1 6	6,210 13 0		291 17 9	9,720 2 3
Kid gloves.....	31,251 16 0	24,190 11 0	46,602 7 0	19,261 25 0	121,305 29 0
Needles and pins.....	18,460 00 8	12,910 10 6	11,885 22 0	17,287 27 6	60,544 0 8
Lead.....	172,005 9 9	46,136 6 7	75,345 9 3	100,092 24 2	393,579 19 9
Glass buttons.....	1,552 0 0	1,811 18 6		353 16 0	3,717 4 6
Glass.....	4,191 29 0	1,633 10 0	10,255 24 0	19,167 11 0	35,248 14 0
Paper.....	7,842 25 8	7,110 12 0	11,685 5 0	2,404 24 0	29,043 6 8
Paintings.....	3,310 2 0			170 00 0	3,480 2 0
Calf skins.....	800 00 0				800 00 0
Colors.....	46 21 3				46 21 3
Bound books.....			235 16 6		235 16 6
Carriage body with garnitures ..				2,393 9 9	3,293 9 9
Manufactured wares.....	2,000 13 0				2,000 13 0
Musical instruments.....			83 10 0		83 10 0
Spelter.....			32,965 10 6	7,418 12 0	40,383 22 6
Wine.....		134 00 0			134 00 0
Windlass.....	245 20 0				245 20 0
Pig iron.....				41 8 9	41 8 9
Total.....	928,363 6 0	785,061 16 8	924,374 13 6	433,298 21 7	3,071,097 27 9
Shipped by way of Antwerp from Liverpool.	738,422 20 0	737,375 4 0	864,879 00 6	290,320 19 9	2,650,997 14 3
Bremen.....	48,024 21 5	14,196 14 8	32,499 17 0	18,433 13 6	113,154 6 7
Havre.....	28,249 17 3	7,932 6 0	4,375 00 6	1,282 19 3	41,839 13 0
Hamburg.....	5,070 16 0	5,557 22 0	7,410 23 0	3,187 17 0	21,226 18 0
Rotterdam.....	60,177 4 0		15,210 2 6	7,459 20 9	82,846 27 1
Antwerp.....	48,418 17 4			111,615 2 7	160,033 19 11
St. Nazaire.....				999 18 9	999 18 9
Total.....	928,363 6 0	785,061 16 8	924,374 13 6	433,298 21 7	3,071,097 27 9

ALTONA—W. MARCH, *Consul*.

OCTOBER 3, 1867.

* * * Trade and commerce at this port is undergoing a process of transition from Danish to Prussian law.

The Prussian "Steuer-gesetz" (inland tax law) is already in force, and the people complain that the rate of taxation is considerably higher than the Danish system.

Hitherto Altona remained a free port, and all attempts to win Hamburg into the Zollverein having failed, it would be sheer madness on the part of the Prussian government to impose any restrictions upon the commerce of the port that does not exist at Hamburg, as the interests of both are identical.

The town of Altona continues to improve, and it is greatly enlarged since I came, five years ago. New branches of industry have been established in Holstein; one at Wandsbeck, for the manufacture of human hair, and at Pinneberg a mill working 100 looms for weaving hair cloth.

A new kind of mixed hair cloth is being manufactured at this mill, for making crinoline. This new material has a great demand in the United States, and is to be hoped it will be introduced to home manufacture, as it possesses a lightness and elasticity which adapts it particularly to making crinoline. Hair cloth is one of the staple manufactures of Altona and Ottensen. Two hundred hair loom weavers are employed in its manufacture, and all the cloth is shipped to the United States and South America. At Kiel extensive works have been erected for building iron ships, and, although a joint stock company, it is evidently intended that the works will be mainly employed and supported by the

Prussian government. The additional railroad branches and extensions connecting Altona with Hamburg and Blankenese are now complete. These are great advantages to Altona and Hamburg. In the winter season, when the river is blocked with ice, goods for export can be carried by rail to Blankenese or Gluckstadt, as the case may be, the river being always open at the latter port, thus obviating any stoppage of our winter trade, as heretofore.

There is a project on foot for establishing a new line of steam merchant and passenger vessels between Altona and New York, calling at Southampton. I understand that the Prussian government, with a view no doubt to advance the interests of Altona, have granted a concession for and made some promises to support such a company when established, but the restrictions put upon emigration by the King's government are anything but encouraging to the passenger trade of a new line of American steamers from any Prussian port. * *

SONNEBERG—S. HIRSHBACH, *Consul*.

Annual tabular statement showing the description and value of the exports to the United States from this port during the several quarters of the year ended September 30, 1867.

Description.	First quarter ended Dec. 31, 1866.	Sec'nd quarter ended Mar. 31, 1867.	Third quarter ended June 30, 1867.	Fourth quarter ended Sept. 30, 1867.	Total value.
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
Tools and toys.....	85,756 3	48,303 46	354,948 39	235,895 16	724,903 44
China ware and terra cotta.....	32,408 8	13,594 18	82,556 59	66,645 15	195,204 40
Meerschaum & other tobacco pipes.....	53,570 10	27,404 54	28,662 34	45,639 35	155,277 13
Cloths.....	112,970 6	39,218 51	82,770 39	59,434 18	294,393 54
Woollen dress goods.....	66,084 17	13,230 29	54,575 18	2,945 31	136,835 35
Slates and slate pencils.....	7,791 41	501 18	7,079 53	7,410 38	22,783 30
Cotton hose.....	103,985 35	114,011 14	101,993 15	103,115 31	423,105 35
Drugs.....	10,615 56	3,864 4	759 54	1,416 55	16,656 49
Paint.....	6,842 50	5,534 7	4,474 56	.....	16,851 53
Seeds.....	9,626 49	6,355 9	993 34	249 12	17,224 44
Beads.....	1,556 35	7,797 29	10,118 19	1,196 58	20,669 21
Guns.....	857 14	1,545 15	1,587 50	2,797 33	6,787 52
Glassware.....	2,199 15	1,796 49	6,582 53	4,651 10	15,230 07
Kid gloves.....	618 3	6,667 23	.....	.....	7,285 26
Baskets.....	363 22	684 13	1,618 23	8,800 20	11,466 18
Vermillion.....	4,748 20	3,850 00	1,668 20	7,058 20	17,325 00
Sundries.....	11,008 52	19,986 35	16,876 48	15,350 06	63,232 21
	511,003 16	314,345 54	757,268 14	562,606 38	2,145,224 02

MARCH 31, 1867.

GEESTEMUNDE—EDWARD URIMO, *Consular Agent*.

Statement showing the description, quantity, and value of exports from this consular agency to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Quantity.	Value.
Rhine-wine, bottles...	75 boxes, containing 75 gross	<i>Ld'or.</i> 432
	Total for quarter ended March 31, 1867.....	432
	Total for quarter ended June 30, 1867.....	1,312
	Total for six months.....	1,744

HANOVER—W. COLVIN BROWN, *Consul*.

MARCH 31, 1867.

Statement showing the description and value of exports from Hanover to the United States during the quarter ended March 31, 1867, (compiled from consular returns.)

Description.	Value.
	<i>Thaler.</i>
Zephyr goods and wool.....	16,525 27
Woollen and linen goods.....	1,244 25
Hair cloth.....	22,124 27
Cloth.....	5,809 18
Paper.....	4,579 18
Gloves.....	1,186 09
Straw hats.....	672 09
Wax candles.....	587 00
Lead and lead pencils.....	23,660 23
Ultramarine.....	3,725 00
Dressed calfskins.....	7,933 22
Drugs and chemicals.....	516 17
Plate glass.....	8,076 05
Pipes.....	3,524 23
Sundries.....	9,062 16
Total for the quarter ended March 31, 1867.....	109,279 29
Total for the quarter ended June 30, 1867.....	151,328 23
Total for six months.....	260,608 22

HARBURG—J. D. WESTEDT, *Consular Agent*.

JUNE 30, 1867.

Statement showing the description and value of exports from Harburg to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.
	<i>Pr. thaler.</i>
Horse-hair, bristles, and feathers.....	107,486 20 0
India-rubber goods.....	3,203 02 0
Calfskins.....	1,938 08 0
Glue.....	3,689 02 0
Curtain holders.....	235 17 5
Paper.....	7,640 25 0
Human hair.....	301 08 0
Total for quarter ended June 30, 1867.....	124,494 22 5
Total for quarter ended September 30, 1867.....	164,949 06 0
Total for six months.....	289,443 28 5

STETTIN—L. R. ROEDER, *Consul.*

AUGUST 31, 1867.

Annual commercial report for the port of Stettin (Prussia) and the various ports under his jurisdiction during the year 1866.

The year 1866 began under very unfavorable auspices, there being a lack of confidence, consequently paralyzing the commercial and industrial business entirely. At the time the German war broke out money transactions were brought to an unparalleled ruinous state. Trade was entirely prostrated, and the cholera devastating this place contributed its share of suffering by accumulated evils. The unexpected rapid success of the Prussian arms, however, soon dispersed the numerous apprehensions generally entertained. Trade revived, and, towards the end of the year, was tolerably brisk and lively, though on the whole not sufficient to cover the many extensive losses.

There was a considerable falling off on the imports, which show in respect to value a decrease of 71,618,066 thaler. On exports an increase of 5,604,915 thaler, compared with the preceding year, (1865.)

The principal articles imported during the year 1866 were—

	Thaler.		Thaler.
Cotton, raw	2, 128, 536	Foreign wood	9, 796
Cotton yarn	3, 919, 625	Coffee	3, 970, 848
Wool	743, 120	Rice	554, 556
Woollen wear.	242, 800	Fruits	242, 189
Woollen yarn	192, 000	Wine	2, 314, 780
Flax and hemp	449, 760	Rum	203, 700
Linen wares	1, 339, 224	Tobacco	94, 355
Linen yarn	524, 100	Pepper and different spices	304, 279
Iron, in pigs	434, 396	Sirup	155, 162
Iron, in bars, and fashioned	1, 366, 923	Soda	246, 148
Copper, raw	909, 480	Potash	343, 960
Coal	842, 486	Saltpetre	31, 144
Seeds	933, 974	Pitch and rosin	277, 940
Guano	334, 850	Herring	2, 632, 884
Hides	658, 800	Oil	2, 257, 980
Dye-wood	114, 176	Petroleum	661, 662

Petroleum was imported to the amount of 73,518 centner, out of which 43,624 came direct from the United States. The prices varied considerably, and at the end of the year the business in petroleum was declining, so much so that only 8 thalers were paid per 100 pounds, whereas, at the beginning of the season, it was freely sold at 16 thaler per 100 pounds.

The store accommodation for petroleum is very insufficient here and is a great drawback for the enlargement of this line of business, which would be more considerable if proper means for storage were introduced.

Guano was in great demand in consequence of the scarcity of the crops of straw and hay; 49,001 centner were imported last year.

The import of herrings was a decrease of 9,718 barrels as compared with last year, in consequence of the political state of Germany and the continued yearly advance in prices.

The yield of beet root in this province was very prolific in quantity, but in quality very indifferent; the result, in consequence, not being very encouraging. Only 42,403 centner were exported.

The yield of seeds was of good quality and equal to that of the year 1865, the total produce for 1866 being 120,000 centner, chiefly exported to Scandinavia.

The fabrication of rape oil improves yearly, but in the course of time it will be supplanted by petroleum. For manufacturing purposes rape oil supersedes palm oil. In former years palm oil was chiefly used, but latterly its consumption has been considerably reduced.

Rosin ranged in price from $2\frac{1}{2}$ to 3 thalers per centner. One cargo was imported direct from New York.

The total value of the imports of Stettin during the year 1866 is estimated at 40,970,111 Prussian thaler.

The principal exports of Stettin during 1866 were—

	Thaler.		Thaler.
Wheat.....	5,469,476	Spirits and alcohol.....	532,152
Barley.....	2,667,519	Sugar, raw.....	491,492
Rye.....	788,715	Zinc.....	623,744
Peas and beans.....	364,116	Oil.....	685,035
Potatoes.....	65,623	Oil cakes.....	62,136
Oats.....	355,047	Chemical products.....	114,795
Flour and mill products.....	1,854,640	Iron ware.....	332,863
Rape seed.....	499,269	Oak and pine timber and lumber	22,150,137
Clover and timothy seed.....	379,260		

In the early part of 1866 the stock of wheat and rye was unusually large, but prices maintained a somewhat high figure. At the commencement of the German war, however, prices were considerably reduced. The market was dull and all sorts of grain were depreciated in value to an enormous extent. Towards the close of the year exportation was very much increased at high prices, unparalleled for several years.

From 77,788 wispell of wheat, were exported to—

	Wispell.		Wispell.
Great Britain.....	66,426	France.....	1,607
Belgium.....	6,131	Baltic coast.....	1,382

From 16,826 wispell of rye, were exported to—

	Wispell.		Wispell.
Great Britain.....	1,353	Sweden.....	356
Denmark.....	5,847	Belgium.....	483
Norway.....	5,448	German States.....	3,334

From 63,230 wispell of barley, were exported to—

	Wispell.		Wispell.
Great Britain.....	57,069	France.....	450
Norway.....	3,091	Belgium.....	290
Russia.....	822	Denmark.....	265
Netherlands.....	792	German States.....	451

From 12,624 wispell of oats, were exported to—

	Wispell.		Wispell.
Great Britain.....	10,883	Belgium.....	373
France.....	1,253	Baltic coast.....	150

From 7,062 wispell of peas and beans, were exported to—

	Wispell.		Wispell.
Great Britain.....	5,804	Sweden.....	49
Norway.....	527	Netherlands.....	14
Denmark.....	493	Baltic coast.....	107
Belgium.....	68		

Spirit manufacture was more especially carried on during the last three months of the year, during which time exports engaged most of the distilleries. The prices ranged from $11\frac{1}{3}$ to 17 Prussian thalers per 1,000 Prussian quarts.

Of rape oil, were exported to—

	Centner.		Centner.
Great Britain.....	38,600	Denmark.....	200
German States.....	3,200	Prussia.....	200

Sugar, raw, (beet-root,) to—

	Centner.		Centner.
Great Britain.....	22,781	Denmark.....	288
France.....	16,969	Belgium.....	102
German States.....	2,183	Sweden.....	80

The timber trade suffered a great deal, too, in consequence of the depressed state of this country in 1866; only some export business was transacted, being in oak. In consequence of the large stores at the principal places there was no demand for fir timber. Fir timber is mostly exported now from the Russian and Swedish Baltic ports; the cheapness of the article there decreases here the export to an alarming extent.

The neglected state of the river Oder is a great hindrance likewise for the timber trade; large consignments of timber are laid up in the upper part of the river in consequence of being unnavigable. The regulation and improvement of this part of the river certainly deserve the most prompt and decisive attention. The prices for timber are still 5 to 10 per cent. lower than in 1865.

The export of home-made iron-ware is increasing, especially to Russia, as the following table shows:

	1865.	1866.
Iron, in pigs, centner.....	1, 368	2, 053
Iron, in bars and fashioned, centner... ..	48, 201	53, 447

The export in zinc was less than in 1865: 1865, 127,261 centner; 1866, 113,408 centner; showing a decrease of 13,853 centner.

The total value of the exports of Stettin during 1866 is stated at 22,150,137 thalers.

The transit business was at the early opening of the shipping trade very animated. The apprehension of an outbreking war with Austria induced many merchants at this place to extensive importations. Numerous steamers, with valuable cargoes from Hull, London, Leith, Amsterdam, arrived here for further transit. On the other side extensive cargoes of Prussian Silesian zinc, oil seed, arrived here for export merely, for safety in case of an invasion from Austria. At the outbreak of this tremendous struggle the transit business was totally prostrated, and revived only at the termination of the war.

With the increase of imports to Austria the demand from that place was considerable; but, in consequence of the imperfect arrangement of the upper Silesian railway, being deficient in suitable transport accommodation, it was utterly impossible to accomplish several transactions.

INDUSTRY.

The industrial establishments here carry on a very fair business, and some of them realize very good profits.

The Vulcan Iron Works had extensive orders at the beginning of the year, and the total production of the whole year was largely in increase of former years. The works turned out 36 locomotives, four large Lloydport steamers, 26 small steamers, and a number of steam engines, and divers apparatus for railway and industrial purposes. This establishment employs 1,100 workmen.

The five Portland cement works turned out 415,000 barrels of cement, and exported by sea 141,700 centner, chiefly to Russia and Denmark, besides 3,044 barrels to Great Britain.

At the mills of the Stettin Steam Mill Joint Stock Company the quantity of corn ground in 1866 was about 48,000 wispell, and exported 210,077 centner. From this was sent by sea, 80,350 centner to Holland, 42,215 centner to Norway and Sweden, 71,556 centner to Great Britain, 4,956 centner to Bremen and Hamburg; in addition was exported of bran 47,180 centner to Great Britain, 46,590 centner to Schleswig-Holstein, 2,480 centner to Sweden and Norway; but the exportation was less in 1866 than in 1865, when 235,697 centner were exported.

Out of four steam oil mills only three were in operation, and produced 84,000 centner of rape oil, and 136,000 centner of oil cake.

The chemical works manufactured about 311,567 centner of different chemical products, chiefly sulphuric acid, nitric acid, sulphate of soda, various crystallized salts, &c. The soda manufacture was in full operation, as the large consignment to the United States from England prevented the latter country its importation to the continent. The demand for nitric acid was very large in consequence of the prevalence of cholera, being mostly used for purification. The bad condition of the river Oder in its upper part also prevented the transit of chemical products, and was severely felt by the manufacturers.

SHIPPING.

The shipping of last year was also very unsatisfactory. The war, and consequently the unsafety of business of the different Prussian Baltic ports, encumbered shipping transactions very much in the spring and summer months. In addition, a large number of Prussian vessels sailed for Russian and Swedish ports, and obtained freights only at a very reduced scale; also vessels which sailed in the transatlantic, East Indian, and China seas, with but few exceptions, lost mostly by their freights, so much so that their owners rather preferred to withdraw their vessels altogether.

The principal shipping of this port likewise lost more or less through the small amount of imports, and the closing up of all communication with south Germany and Austria.

At the commencement of the season, very early in January and February, numbers of vessels were obliged to go for freights to Memiel and Dantzic; very few were chartered here, and those only for timber to Great Britain and France. However, in March there was a lively demand for vessels to carry grain, so much so that a number were required from Holstein and Denmark. The freights were considered fair, and advanced steadily until the end of July, at which period trade was dull, and revived only at the beginning of September, after which time business was very animated.

The maritime trade and shipping of Stettin during the year may be summed up thus:

ARRIVALS FROM ABROAD.

Sailing vessels	1, 559
Sea-going steamers	484
Coasting crafts	1, 983
Float and canal boats	6, 707

DEPARTURES FOR ABROAD.

Sailing vessels	1, 516
Sea-going steamers	484
Coasting crafts	1, 941
Float and canal boats	6, 721

To these may be added 2,375 arrivals and departures by steamboats plying up and down the river and along the coast. From the United States 19 vessels arrived here.

At the beginning of 1866 the merchant vessels belonging to the port of Stettin numbered 217, with an aggregate tonnage of 60,200. During the year three new vessels, with a total tonnage of 1,312, were built and completed, and two other vessels were purchased. In the same period three vessels were lost or wrecked, and four vessels sold to other nations, so that by the 1st of January, 1867, the grand total of merchant vessels belonging to Stettin was 215.

The income from customs collected at the Stettin custom-house during the year 1866 amounted to 110,276 thaler six silbergroschen on imported goods, and 6,705 thaler on exported goods, being a total of 1,116,981 thaler 6 groschen, being a decrease of 284,192 as compared with the year 1865.

One of the greatest advantages for commerce and industry would be the entire removal of the fortifications of Stettin. Nothing is more apt to hinder the development of trade in general than stone walls and ditches.

RAILWAYS.

The railway communication has had an addition by the completion of the railroad to Wriezen. This line has long been desired, being the connection with the smaller towns lying on the river Oder, which portion of the country is rich in pasture and produce. The line which will connect this town via Magdeburg with Hamburg is nearly finished, and will bring the centre of Pomerania with Hamburg within seven hours' travel, being a great benefit to both town and country. If, however, the railroad communication previously spoken of shall be completed, the construction of a railroad from Custrin, via Stettin, over the Haff, is a necessity for the great transit transactions. Local interests are not only at stake, but it is a question of the long-desired international communication. After the completion of the Bohemian railway this route will be the shortest connecting the Adriatic with the Baltic, and opening a grand prospect of connection with northern nations and countries on the other side of the Baltic.

DANTZIC.

The grain trade did not improve at the beginning of the spring. The imports from the interior were very small in consequence of the inferior crop of last year, and the advanced prices in foreign countries confined the business within a very small compass. At the commencement of the war business was severely taxed, and complete stagnation followed, being a natural consequence of an alarming monetary crisis. The timber trade was the only one which did not suffer. In the middle of summer this traffic was very extensive, so much so that there was a scarcity of vessels to carry on the business. After the end of the war business generally improved slowly, and at the beginning of harvest was brisk and lively.

The principal exports of Dantzic for the year 1866 were as follows :

	Prussian thaler.		Prussian thaler.
Wheat.....	10,079,310	Peas	624,600
Rye.....	1,304,490	Timber and lumber of all kinds	4,052,500
Barley.....	775,100		

The grand total of all exports amounting in value to 18,598,298 Prussian thaler.

Most of the grain was exported to England, Norway, and Sweden. An unusual quantity of timber was exported to England.

The principal articles imported were :

	Prussian thaler.		Prussian thaler.
Wrought iron and rails.....	588,326	Rice.....	101,470
Cast-iron and cast-steel goods.....	350,293	Sugar, loaf and sirup.....	69,570
Iron, pig and old	758,249	Salt.....	87,438
Copper and brass ware.....	63,620	Herrings pickled.....	667,430
Coals.....	531,750	Wine.....	284,750
Raw hides.....	137,225	Oil, palm, cocoa, and olive	113,152
Cotton and cotton goods.....	240,800	Petroleum.....	158,256
Coffee.....	717,678		

The direct importation of petroleum has been improved since 1865. In 1866 were imported 17,861 centner, against 4,208 centner in 1865, showing an increase of 13,653 centner for 1866. At the beginning of the year prices were exceedingly high, 16 Prussian thaler per hundred weight having been paid, but at the end of the year prices declined; $8\frac{1}{2}$ Prussian thaler per hundred weight found very few buyers; the grand total of all imports amounting in value to 5,226,081 Prussian thaler.

The shipping of the place comprised 2,072 arrivals by sailing vessels and steamers. Departures by the same, 2,066.

Arrivals and departures by river crafts, including the steamboats, 2,066.

Two vessels arrived from the United States with petroleum, and one with quartz and creolit.

The tonnage owned on the 1st of January last consisted of 130 sea-going sailing vessels and 13 steamboats, being a total of 36,159 tons.

KONIGSBERG.

Konigsberg and its dependencies had also a melancholy commercial year; the harvest was very poor, and in some parts a complete failure, money matters exceedingly unfavorable, and the home production, which ought to have produced an income, was deficient. Two successive years of bad harvest and scarcity of money were calamities which east Prussia could not well overcome. Bankruptcies and forced sales were prevalent to a fearful degree. Add to this the state of Poland and the Russian Lithuanian provinces since the late revolution, the exile and dispersion of the proprietors, the general ruin and prostration of the landed and other interests in those countries which are, or should be, the natural feeders of the commerce of Konigsberg, and a picture may be imagined of the present state of commerce here.

Konigsberg, from its geographical position and transport conveniences, ought to be the first commercial place in the Baltic; open to the sea at all times, railways from the north, south, east and west, enormous water communications in Russia and Poland as well as in the south, and yet all is languishing and retrograding.

The new railway to Pillau is in an unfinished state with respect to stations and bridges and any convenience for good traffic, although the prosperity of the railway itself is very promising. The Tilsit-Insterburg has not produced satisfactory results, and from its geographical position it does not hold out any prospect of becoming a paying line. Of the continuance to Memel but little reliance can be placed on any information received. The water communication continues in the same condition; the improvements are of little importance and have had a very limited influence.

Politics, and the termination of the war in 1866, improved trade considerably. The grain export rapidly increased, as well as the imports of various articles, so that in the latter part of 1866 a complete commercial improvement was experienced both in the towns and provinces.

The following are the chief imports of this place during the year 1866:

	Prussian thaler.		Prussian thaler.
Tea.....	5, 315, 200	Iron and steel ware.....	175, 900
Coffee.....	591, 600	Shelf goods.....	115, 200
Rice.....	121, 200	Wool.....	1, 242, 000
Spices of all kinds.....	126, 300	Cotton, raw.....	1, 512, 000
Indigo.....	262, 200	Spirits, arrack and rum.....	787, 800
Fruits.....	110, 200	Beer.....	34, 100
Coals.....	237, 600	Wine.....	259, 600
Potash.....	45, 800	Pickled herrings.....	1, 024, 800
Chemical products.....	113, 300	Tobacco.....	234, 400
Raw mineral products.....	37, 000	Raw sugar.....	413, 700
Cast and pig iron.....	26, 900	Refined sugar.....	1, 752, 900
Wrought and fashioned iron rails and tin.....	149, 600	Oil.....	52, 000
		Petroleum.....	253, 300

The principal exports were :

	Prussian thaler.		Prussian thaler.
Wheat	2,867,800	Vetches	201,600
Rye	2,298,700	Seeds	594,900
Barley	533,500	Hemp and flax	343,400
Oats	493,100	Wool	284,300
Peas	348,800	Raw hides	260,500
Beans	74,400		

The above statements of imports and exports comprise only the arrivals and departures by sea.

In 1865 the trade in petroleum by direct importation took quite a different channel. Previously, petroleum was only imported from continental markets. Through a variety of market manipulations prices rose considerably, and consequently an impulse was given to direct importation, which consisted of prime white, standard white, and prime light, with marks of the various oil creeks of Pennsylvania. The genuineness and superiority of imported articles, as well as the fine condition of the barrels, made a good impression in the market. The prices varied in the latter part of the year from nine to ten Prussian thaler per hundred-weight. Fourteen vessels arrived here with petroleum, amounting to 30,000 hundred-weight, against 9,177 hundred-weight in 1866, which would have been still larger, but two cargoes were unfortunately shipwrecked.

The maritime trade of Königsberg during 1866 comprised 1,399 arrivals by sail and steam vessels, out of which 341 were in ballast, and four direct from Philadelphia with petroleum; 1,386 departures by sail and steam vessels, out of which 81 were in ballast.

The steam communication, principally to the various ports, viz., Stettin, Amsterdam, Rotterdam, Antwerp, London, Hull, and France, was very considerable. The arrivals and departures numbered 129 steamers. The tonnage owned on the 1st of January last consisted of 13 sea-going sailing vessels, with a tonnage of 2,818. Of new vessels under construction there were three of 500 tons burden built for Norway.

Some merchants here organized in 1866 a society for saving shipwrecked sailors. The result is very satisfactory, and for the sake of humanity, encouraged by most of the influential merchants here and in the adjacent towns. The society has already established two stations in Alt-Tief and Krartepelleu, (north and south from Pillau,) and another will be in operation at an early date at Lap-pohuen, (east from Bristeroit.) During the last year, in the pilot district of Pillau, alone, seven vessels were wrecked, showing the necessity of these institutions.

This province is embarrassed principally by the deficiency of communication by railroads. The statistical reports show that generally, in the average, 17 miles of railroad are calculated of 100 German miles, or 24 miles of railroad by a population of 500,000 souls. Now all other provinces of Prussia show an average of 21 miles, whereas Prussia itself only has an average of seven miles of railroad in 100 miles. The result of this is that the southern part of this province is entirely cut off from mercantile operations, and in this state will be ruinous for the population and country. Several projects of railways to connect this province with Prussia and the Rhine have been introduced, but in consequence of tardiness of action they remain projects still.

The various industrial establishments here have suffered to a large extent. The five steam saw-mills produce only a value of 150,000 thaler in 1,370 working days, at 12 hours per day.

MEMEL.

The events of last year contributed here likewise considerably to the anomalous state of business in the latter part of the season. The exports, however, were more animated at last, while imports were limited in their transactions, and show a deficiency compared with those of 1865.

In 1866, 929 sea-going vessels arrived here, importing goods to the value of 1,966,780 thaler, and 929 vessels departed, exporting goods to the value of 6,659,450 thaler.

The influence of the treaty of commerce between the German Customs Union and France has been very favorable to the development of navigation and commerce, but a commercial treaty with Prussia has for some time been much desired in those parts of Prussia which carry on so large a business with the adjoining provinces of the Prussian empire.

The commercial relations with Prussia in regard to money transactions, credit customs, and the administration of justice, are at present in such an ill-regulated state that business cannot but suffer severely from the want of reform in these matters.

The communication with the interior requires much improvement. The high-roads to Prussia are, during the winter months, almost impassable, and the passage across the river Niemen is rendered impracticable by the floating ice. This town is completely cut off from the interior of the country.

Negotiations between the Prussian and Russian governments have been carried on for some time. Prussia offers to build a bridge over the Niemen by Tilsit, when Russia will bind itself to continue the Tilsit-Memel railway from the frontier at Memel to Libau and Riga. These negotiations, however, have not at present led to any result, and it is to be feared that Memel will for some time longer suffer from the want of suitable means of communication with the adjoining provinces of Prussia and Russia.

Memel imported in 1866, principally—

	Value in thaler.		Value in thaler.
Salt.....	414, 400	Spirits.....	159, 540
Coal.....	200, 000	Wine.....	16, 480
Sugar and molasses.....	176, 060	Potatoes.....	19, 320
Dye.....	165, 710	Oil.....	16, 690
Linen manufactures.....	552 130	Petroleum.....	3, 000

Only 250 barrels of petroleum were imported from the other Prussian provinces, and varied in prices from $11\frac{1}{2}$ to 12 thalers.

Potatoes were mostly imported from Pomerania.

The principal exports from Memel are—

	Value in thaler.		Value in thaler.
Timber, chiefly fir, masts, and spars.....	3, 994, 730	Rye.....	225, 000
Seeds.....	613, 000	Barely.....	120, 000
Flax.....	520, 000	Oats.....	100, 000
Rags.....	680, 000	Peas.....	3, 200
Wheat.....	18, 000	Hides, calf.....	176, 560

Hides are imported from Russia and exported from this place.

The shipping belonging to the port of Memel at the end of the year 1866 consisted of 96 sailing vessels, of 22,313 tons, and seven steamers, with 466 horse-power. Four ships were built at this port, three were purchased, and seven ships were lost during this year.

The steamers were partly employed in carrying on the communication between this port, Tilsit, and Königsberg, and some small ports on the Curische-Haff.

DECEMBER 31, 1866.

Statement showing the description and value of the exports from the port of Stettin to the United States during the several quarters of the year ended September 30, 1867.

Description.	Value, including costs and charges.
Manufactured brushes.....	<i>Thal. sgr.</i> 1,143 15
Manufactured amber.....	476 24
Total for quarter ended December 31, 1866.....	1,619 39
Total for quarter ended March 31, 1867.....	112 12½
Total for quarter ended June 30, 1867.....	385 02
Total for quarter ended September 30, 1867.....	24,479 19½
Grand total.....	26,596 33

SAXONY.

LEIPSIK—M. J. CRAMER, *Consul*.

OCTOBER 10, 1867.

I have the honor to inform you that an association has been organized in Leipsic for the purpose of planting, on an extensive scale, mulberry trees, and of importing silk-worms for the production of silk. It, together with the manufacture of silk goods, is to be carried on on an immense scale throughout the kingdom of Saxony; and it is proposed that it shall hereafter form one of the principal sources of commercial revenue of the kingdom. Already a monthly periodical is being published in Leipsic in the sole interest of silk production and manufacture.

It seems to me that the soil and climate of either the eastern, middle, western, or southern States would be better adapted for the production of silk than the kingdom of Saxony. Its production in the United States should be encouraged, as it would save annually many millions of dollars of gold from exportation from the United States into foreign countries. I venture to suggest that the merchants, farmers, and capitalists, as well as the government of the United States, should take this subject of silk production into consideration and inaugurate measures for its introduction into the United States. I shall be happy to give any information I may be able to gather on this subject.

SEPTEMBER 30, 1867.

*Statement showing the description, quantity, and value of the exports from
Leipsic to the United States for the quarter ended September 30, 1867,
(compiled from consular returns.)*

Description and quantity.	Value, including costs and charges.
605 cases of worsted, woollen, and mixed goods.....	\$251,665 04
43 cases silk and embroidered laces.....	33,266 00
327 cases books and periodicals.....	30,867 29
197 cases piano felt, musical instruments, and goods.....	31,165 65
144 cases crimp, glass buttons, and steel ornaments.....	27,692 45
235 cases cotton and cloth gloves and hosiery.....	77,600 13
40 cases furs and squirrel backs.....	47,821 29
229 cases alpaca and cotton braids and cotton hosiery.....	58,367 81
27 cases bristles.....	7,837 50
4 cases human hair.....	4,960 81
21 cases peltry.....	34,343 96
7 cases violin strings.....	1,362 79
213 cases sundries.....	23,080 92
Total.....	630,081 64

OLDENBURG—H. W. CARSTENS, *Consul*.

SEPTEMBER 30, 1867.

*Statement showing the description and value of the exports from Oldenburg to
the United States during the quarter ended this day, (compiled from consular
returns.)*

Description.	Value.
	<i>Pr. th.</i>
Felt shoes, hardware, clothing, and trimmings.....	75
Total for quarter ended September 30, 1867.....	75
Total for three months.....	75

HANSEATIC CITIES.

BREMEN—GEORGE S. DODGE, *Consul*.

OCTOBER 9, 1867.

I have the honor to enclose herewith two tables, showing the imports and exports at the port of Bremen.

Notwithstanding the embarrassment occasioned by the German war, the year 1866 can be considered a very favorable one for the Bremen commerce, which was caused by the termination of the rebellion in the United States and the entrance of Germany in the liberal system of the west European commercial treaties.

The imports in the year 1865 amounted to 15,224,529 centner U., (one centner U. = 100 pounds net,) in value of 77,294,373 Bremen thaler; as in 1866 it amounted to 15,716,692 centner U., in value of 89,223,312 thaler; which shows an increase of 494,163 centner U. and 11,928,939 thaler.

If one compares these figures with each other, which shows the increase from the different States, he will find it as follows :

States.	1865.	1866.	Increase.
	<i>Thaler.</i>	<i>Thaler.</i>	<i>Thaler.</i>
From the Zollverein	25, 128, 987	30, 639, 441	5, 510, 454
From other European states	24, 538, 506	26, 205, 464	1, 666, 958
Total	49, 667, 493	56, 844, 905	7, 177, 412
To the United States	10, 847, 602	15, 424, 105	4, 576, 503
To other transatlantic countries	16, 779, 298	16, 954, 302	178, 024
Total	77, 294, 373	89, 223, 312	11, 928, 939

The Zollverein states show the largest increase. It was caused by the increased importation of manufactured goods, which were shipped via Bremen to the United States. The large figures of the United States are attributable to the increased importation of cotton and petroleum.

The exports in 1866 amounted to 8,193,632 centner U., in value of 80,329,314 thaler, and in 1865 to 7,107,485 centner U., in value of 70,879,843 thaler ; showing again an increase of 1,086,147 centner U., and 9,449,471 thaler, or to the different states—

States.	1865.	1866.	Increase.
	<i>Thaler.</i>	<i>Thaler.</i>	<i>Thaler.</i>
To the Zollverein	37, 320, 168	38, 730, 304	1, 410, 136
To other European states	16, 924, 933	19, 357, 303	2, 432, 370
Total	54, 245, 101	58, 087, 607	3, 842, 506
To the United states	13, 002, 370	17, 811, 840	4, 809, 476
To other transatlantic countries	3, 632, 372	4, 429, 867	797, 495
Total	70, 879, 843	80, 329, 314	9, 448, 471

It may be mentioned that the export to the United States in 1866 exceeded all years previous. In the year 1859, thus, before the beginning of the rebellion, the exportation to the United States amounted to 419,846 centner U., in value of 15,018,089 thaler, but in 1866 to 617,592 centner U., in value of 17,811,840 thaler ; giving an increase of 197,746 centner U., in value of 2,794,785 thaler.

General summary of the imports and exports of some articles at the port of Bremen during the months of April, May, and June, 1864 and 1867, inclusive.

Description.	Imports.			Imports during the same period.			Exports.			Exports during the same period.		
	Imports.			Imports during the same period.			Exports.			Exports during the same period.		
	Seaward.	Landward.	Total.	1866.	1865.	1864.	Seaward.	Landward.	Total.	1866.	1865.	1864.
Cotton.....centner U.	141,759	4	141,763	89,052	46,500	27,500	16,340	70,592	86,932	45,814	46,615	25,137
Coffee.....do.	56,785	89	56,874	38,804	56,363	35,684	12,774	24,862	37,636	14,814	33,711	15,894
Dye-woods—												
Logwoods.....do.	15,049	249	15,298	24,434	35,618	17,003	8,704	2,256	10,960	2,410	22,481	8,305
Yellowwoods.....do.	6,288	39	6,327	6,231	13,329	4,769	2,445	1,936	4,381	2,593	6,025	2,978
Redwoods.....do.	545	5	550	1,028	738	497	807	1,128	1,935	2,103	1,537	1,742
Barley.....lasts	109	784	1,894	164	336½	313½	28	354	634	724	96½	117½
Oats.....do.	6,288	532½	1,165	701½	1,279	1,004½	264½	152½	417½	193½	245	370½
Rye.....do.	6,288	23	6,311	872½	2,923½	3,116½	402½	5,574½	5,976½	1,657½	839	1,464½
Wheat.....do.	64½	163½	228½	349½	445½	516½	68½	204	89	341½	358	1,346
Rosin.....do.	60,922	6	60,928	53,806	1,242	1,131	12,403	13,765	26,168	22,966	397	741
Petroleum.....do.	77,517	34	77,551	68,279	3,837	11,609	5,881	15,822	21,703	10,139	4,645	3,610
Rice.....do.	35,783		35,783	29,995	92,610	67,933	204,850	82,398	287,248	236,738	132,994	169,302
Tobacco—												
West India, South America.....do.	140,234	1,845	142,079	117,315	67,279	116,475	107,010	100,298	110,918	51,137	81,081	76,904
North America.....do.	143,644	38	143,682	94,730	71,995	47,633	61,182	66,938½	128,121	92,392	130,941	79,045
Cigars.....mille.							2,306½	19,234½	19,234½	13,138½	17,790	12,023½
Stems.....centner U.	21,395	233	21,628	21,079	13,335	13,040	11,631	33,231	44,922	26,359	22,449	27,233
Sugar, unrefined.....do.	42,171		42,171	71,779	49,765	610	8,039	6	8,045	192	11,426	597
Sugar, refined.....do.	866	4,569	5,462	3,666	3,636	5,426	23,420	5,386	28,806	25,648	26,311	8,957
Train oil.....do.	6,312	19	6,331	14,161	8,728	5,276	3,424	1,702	5,136	13,711	7,236	1,201

Statement showing the description and value of imports at this port for the year 1866; also the names of the countries from whence coming, (compiled from consular returns.)

Countries.	Articles for consumption.	Raw produce.	Half manufactured articles.	Manufactured articles.	Other industrial produce.	Coins and precious metals.	Total imports.
	<i>Thaler.</i>	<i>Thaler.</i>	<i>Thaler.</i>	<i>Thaler.</i>	<i>Thaler.</i>	<i>Thaler.</i>	<i>Thaler.</i>
The Zollverein	5,559,679	4,295,356	1,611,521	12,051,529	7,121,356	.....	30,639,441
Other imports from Europe	4,554,557	9,513,355	5,448,555	3,362,798	1,909,209	1,416,990	26,205,464
Greenland and British North America .....	.....	134,938	.....	.....	859	.....	135,797
United States of America	5,080,928	9,831,387	.....	7,316	107,421	397,753	15,434,105
Mexico and Central America	117,139	135,465	.....	.....	169	.....	252,764
South America	6,443,468	888,638	.....	.....	670	.....	7,338,956
West Indies	3,293,890	623,931	.....	.....	118	6,180	3,850,329
Africa	42,393	109,796	.....	.....	115	.....	152,304
Asia	3,621,738	1,150,961	.....	555	13,365	.....	4,786,619
Sandwich Islands	242	436,974	.....	.....	317	.....	437,533
	28,645,724	27,120,801	7,060,076	15,422,198	9,153,590	1,820,923	89,223,312
From Europe	10,114,236	13,808,711	7,060,076	15,414,327	9,030,565	1,416,990	56,844,905
Transatlantic imports	18,531,488	13,312,090	.....	7,871	123,025	403,933	32,378,407
Total 1866	28,645,724	27,120,801	7,060,076	15,422,198	9,153,590	1,820,923	89,223,312
Total 1865	31,005,622	19,853,605	6,058,698	13,068,237	7,171,949	116,262	77,294,373

Statement showing the description and value of exports from this port for the year 1866, together with the names of the countries whither sent.

Countries.	Articles for consumption.	Raw produce.	Half manufactured articles.	Manufactured goods.	Other industrial produce.	Coins and precious metals.	Total exports.
To the Zollverein.....	Thaler. 15,755,070	Thaler. 14,749,588	Thaler. 5,011,324	Thaler. 1,564,454	Thaler. 1,630,968	Thaler. 18,900	Thaler. 38,730,304
Other exports to Europe.....	9,825,002	7,150,588	799,934	465,232	1,115,047	1,500	19,357,303
To British North America.....	18,111	1,190,983	1,229	53,230	30,943	-----	103,826
To United States of America.....	1,235,835	1,120,750	658,286	9,839,788	4,857,171	-----	17,811,840
To Mexico and Central America.....	46,815	2,224	7,490	234,760	33,776	-----	315,065
To South America.....	479,657	16,354	2,262	249,953	131,078	-----	870,304
To the West Indies.....	855,580	25,681	9,348	103,080	60,612	-----	1,054,301
To Africa.....	98,951	10,615	6,805	22,251	22,894	-----	161,446
To Asia.....	72,843	8,354	5,650	486,812	21,227	-----	594,886
To Australia and Sandwich islands.....	44,412	15,685	16,865	260,512	65,797	-----	403,271
	559,650	198,311	3,253	71,871	93,683	-----	926,768
	28,991,926	23,298,433	6,522,466	13,432,963	8,063,126	20,400	80,329,314
To Europe.....	25,580,072	21,900,176	5,811,258	2,029,686	2,746,015	20,400	58,087,607
Transatlantic exports.....	3,411,854	1,398,257	711,208	11,403,277	5,311,111	-----	22,241,707
Total 1866.....	28,991,926	23,298,433	6,522,466	13,432,963	8,063,126	20,400	80,329,314
Total 1865.....	29,827,461	18,518,119	5,355,591	11,096,523	6,075,349	6,800	70,879,843

BREMERHAVEN—F. W. SPECHT, *Consular Agent*.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from this port to the United States during the several quarters of the year ended September 30, 1867, compiled from consular returns.

	Florins. Kr.
9,367 demijohns	3,875 21
5,423 nests baskets	4,789 76
21 tubs containing leeches	477 54
2 boxes musical instruments	398 47
802 hampers, 6 crates, and 6 boxes bottles	4,249 77
123 boxes glassware	597 25
3 boxes cloth	1,754 49
100 casks melting pots	1,529 00
50 hogsheads vinegar	500 00
106 boxes liquor	335 66
1 box stockings, &c	109 71
63 cases pipe clay	273 24
25 cases chicory	735 01
60 cases and 25½ barrels herrings	1,129 12
684 pieces redwood	846 71
Sundries	229 36
Total for quarter ended December 31, 1866	Prussian gold.. 21,830 30
Total for quarter ended March 31, 1867	do..... 8,623 38
Total for quarter ended June 30, 1867	do..... 6,571 92
Total for quarter ended September 30, 1867	do..... 21,748 28
Grand total	58,773 88

HAMBURG—S. T. WILLIAMS, *Consul*.

Summary statement of the arrivals and departures of seagoing vessels from Hamburg during the quarter ended March 31, 1867.

Year.	From transatlantic places.			From European harbors.			Totals.			Steamers.	Coal ships.
	Laden.	Empty.	Total.	Laden.	Empty.	Total.	Laden.	Empty.	Total.		
ARRIVALS.											
1862.....	82		82	487	89	576	569	89	658	202	137
1863.....	93		93	749	195	944	842	195	1,037	248	232
1864.....	52		52	499	78	577	551	78	629	212	164
1865.....	69		69	307	73	380	376	73	449	194	70
1866.....	86		86	690	161	761	686	161	847	335	115
Average....	76		76	529	119	648	605	119	724	238	144
1867.....	87		87		116	639	610	116	726	355	85
DEPARTURES.											
1862.....	63	4	67	339	209	548	402	213	615	197	.....
1863.....	76	2	78	475	292	767	551	294	845	238	.....
1864.....	48		48	304	150	454	352	150	502	206	.....
1865.....	47		47	217	99	316	264	99	363	178	.....
1866.....	89		89	474	275	749	563	275	838	328	.....
Average....	65	1	66	362	205	567	427	206	633	229	.....
1867.....	64	2	66	436	168	604	500	170	670	358	.....

MAY 4, 1867.

Enclosed I have the honor to transmit a table, arranged according to countries, of arrivals of sea-going vessels at Hamburg from 1815 to 1865, both inclusive, with their capacity in lasts at 6,000 and 4,000 pounds; also a similar table of departures of sea-going vessels from Hamburg.

These tables, issued by the Hamburg statistical bureau of commerce, furnish an unusually comprehensive view of the trade of Hamburg.

Statement showing the number and tonnage in lasts of sea-going vessels cleared from the port of Hamburg to different countries from 1815 to 1866, both inclusive.

Departures from Hamburg to—										In the 5 years 1846-1850.			In the 5 years 1851-55.			In the 5 years 1856-60.		
Year 1815.	Year 1820.	Year 1825.	Year 1830.	Year 1835.	In 5 years, 1841-45.	In the 5 years 1846-1850.			Ships.	In the 5 years 1851-55.			In the 5 years 1856-60.			In the 5 years 1856-60.		
Ships.	Ships.	Ships.	Ships.	Ships.	Ships.	Ships.	Ships.	Lasts of 6000 pounds.		Ships.	Lasts of 6000 pounds.	Ships.	Ships.	Lasts of 6000 pounds.	Ships.	Lasts of 6000 pounds.	Ships.	Lasts of 6000 pounds.
Australia, Sandwich and Navigator's isles					2	20	3,208		125	21,153		87	14,785					
China, Japan, and East Indies		3	5	4	77	89	12,255		93	12,904		127	16,970					
Russian Asia									5	2,860		5	1,332					
East coast of Africa						3	712		95	2,138		14	4,999					
Cape of Good Hope and Mauritius			6		4	3	270		11	1,113		33	3,352					
West coast of Africa	1			2	32	49	3,415		30	2,382		53	5,323					
Cape Verde Isles					20				6	564		2	333					
Madeira, Azores, and Canaries		10	8	2	36	46	2,972			472		4	180					
Russian North America	11								3	600		5	868					
California													6,462					
South America, (west coast)	1	2	6	9	109	149	15,218		54	7,496		217	28,223					
Argentine Confederation and Uruguay			3	9	107	95	7,542		225	25,340		282	25,340					
Brazil	26	23	34	45	245	250	22,435		390	32,409		497	45,138					
Dutch Guiana						1	88		10	583		4	245					
Venezuela and New Granada		9	3			63	4,406		136	9,129		155	11,321					
Porto Rico, St. Thomas, and Santa Cruz	14	14	18	16	138	107	10,020		122	10,273		162	13,025					
Guayaquil and St. Petersburg			3			4	305		10	772		5	312					
Havre	2		8	9	58	64	4,976		58	3,505		5	5,618					
Cuba	16	22	19	25	20	173	11,375		128	8,998		107	13,031					
British and French West Indies		4	5		9	9	684		12	906		1	50					
Honduras bay					2	6	687		3	203		1	178					
Mexico, (east coast)		12	20	10	58	54	3,829		69	4,359		66	5,146					
New Providence																		
United States, (exclusive of California)	29	23	31	31	203	213	30,737		373	65,248		315	95,991					
British North America		22	33	75	180	152	11,658		223	20,593		178	18,867					
Greenland	4	10	2	3	15	17	1,868		12	1,272		2	289					
Iceland						1	32		2	87		2	83					
White sea	30	18	5	22	95	98	8,335		126	8,241		89	7,371					
Russian Baltic ports	44	65	47	56	45	324	16,510		141	6,169		370	18,644					
Norway	15	26	32	19	37	279	24,091			33,884		617	61,361					
Sweden	53	44	32	23	35	230	15,927			15,927		378	26,867					
Denmark, Schleswig, and Holstein	144	84	102	89	918	891	18,006		904	17,898		504	10,136					
Russian Baltic ports	214	111	69	102	725	551	16,821		551	13,878		551	14,166					
Mecklenburg	15	18	11	17	154	127	2,184		28	674		10	152					
Heligoland and the Lower Elbe				3		8	149		4	88		1	14					
Litwick	296	134	136	154	177	2,596	43,680		2,843	65,838		2,343	67,704					
Bremen and Hanoverian Weser banks	124	96	120	182	172	1,541	27,302		7,754	29,866		1,811	27,658					
Oldenburg, East Frisia and	154	316	222	192	139	1,118	13,515		1,573	19,346		1,261	17,855					

Great Britain and Ireland	436	686	955	1,061	812	6,100	7,627	604,348	9,094	814,243	11,549	1,246,536
Netherlands	274	242	286	365	237	1,361	232	3,411	1,076	57,482	961	1,971,831
Belgium	14	12	6	7	32	172	333	41,774	1,150	50,967	356	2,957,746
France, (north and west coasts)	60	90	50	93	128	608	533	29,457	435	20,171	525	46,447
French ports on the Mediterranean	3	4	2	4	5	32	34	2,357	328	2,351	128	1,370
Portugal	48	47	52	28	39	113	114	8,500	116	9,055	103	6,770
Spain, (on this side of the straits)	36	21	29	27	13	96	142	9,507	187	14,102	353	3,496
Spain, (beyond the straits)	16	17	8	16	8	27	18	491	41	2,101	42	7,301
Gibraltar and Malta	1	2	12	1	5	24	5	235	12	2,507	11	603
Sardinia	.....	.....	1	.....	1	.....	.....	.....	30	1,295	73	3,771
Tuscany	3	.....	.....	2	1	.....	.....	.....	14	720	65	3,254
Siilly and Naples	2	3	3	5	7	.....	.....	839	15	570	10	540
States of the Church	.....	.....	.....	.....	.....	.....	.....	.....	4	210	5	301
Treviso and Venice	1	.....	2	.....	5	21	27	1,277	61	3,620	40	2,143
Turkey and Greece	.....	1	.....	.....	.....	5	5	509	3	171	4	345
The Black and Azor seas	.....	.....	.....	1	1	3	4	403	7	800	9	1,104
Total number of vessels	2,046	2,156	2,343	2,598	2,448	17,246	18,795	.....	22,301	.....	24,224	.....
Total in last 6000 pounds	.....	.....	.....	.....	.....	.....	.....	1,022,385	.....	1,389,303	.....	1,971,831
Total in last 6000 pounds	.....	.....	.....	.....	.....	.....	.....	1,533,577	.....	2,083,954	.....	2,957,746

Statement showing the number and tonnage in lasts of sea-going vessels cleared from the port of Hamburg, &c.—Continued.

Departures from Hamburg to—	In the 5 years 1861–1865.		Year 1862.		Year 1863.		Year 1864.		Year 1865.		Year 1866.	
	Ships.	Lasts of 6,000 pounds.	Ships.	Lasts of 6000 pounds.	Ships.	Lasts of 6000 pounds.	Ships.	Lasts of 6000 pounds.	Ships.	Lasts of 6000 pounds.	Ships.	Lasts of 6000 pounds.
Australia, Sandwich and Navigator's isles.....	77	14,489	18	2,905	17	4,050	9	1,883	16	3,015	8	1,545
China, Japan, and East Indies.....	217	30,422	49	5,765	66	9,696	30	4,543	35	5,492	34	5,402
Russian Asia.....	12	1,785	1	113	1	148			4	673	6	930
East coast of Africa.....	17	1,614	3	254	5	451	4	397	4	450	5	556
Cape of Good Hope and Mauritius.....	19	2,592	4	565	2	276	4	459			81	81
West coast of Africa.....	53	4,835	13	1,007	12	1,268	6	710	13	1,108	10	896
Cape Verde isles.....											1	125
Madaira, Azores, and Canaries.....	1	68							1	68		
Russian North America.....	4	690	2	340	1	128						
California.....	46	7,612	11	1,658	14	2,357	7	1,250	9	1,245	6	1,538
South America, (west coast).....	171	27,823	31	4,690	41	6,575	30	4,910	34	6,236	42	6,479
Argentine Confederacy and Uruguay.....	253	25,655	46	4,343	58	5,672	45	4,731	52	5,596	62	6,046
Brazil.....	461	35,249	88	7,178	94	7,060	85	6,489	112	7,586	113	8,267
Dutch Guiana.....												
Venezuela and New Granada.....	204	13,916	41	2,548	38	2,587	41	2,801	52	3,641	50	3,613
Porto Rico, St. Thomas, and Santa Cruz.....	130	15,890	48	4,129	42	3,390	30	2,448	33	2,680	26	2,301
Curacao and St. Petersburg.....	13	852	5	342	1	155	1	74	2	105	2	100
Haiti.....	104	7,528	31	2,206	26	1,904	13	970	9	699	18	1,486
Cuba.....	103	12,538	21	2,963	16	1,906	23	2,681	24	2,433	20	2,424
British and French West Indies.....	9	1,029	1	74	3	308			4	555	1	74
Honduras bay.....												
Mexico, (east coast).....	103	8,568	20	1,629	25	1,915	24	1,980	20	1,778	17	1,603
New Providence.....	1	90					1	90				
United States, (exclusive of California).....	302	117,087	63	23,908	60	23,189	49	19,752	77	30,838	91	37,869
British North America.....	143	18,120	24	2,414	36	5,041	29	3,968	22	3,613	32	3,829
Greenland.....	6	488	3	193			3	295				
Iceland.....	4	170	1	45								
White sea.....	89	7,214	23	2,052	7	43	1	41	1	41	2	58
Russian Baltic ports.....	345	19,190	60	3,063	78	507	16	1,364	22	2,969	12	1,015
Norway.....	787	67,879	156	12,763	165	4,215	62	3,271	53	3,693	40	2,333
Sweden.....	377	30,694	88	7,173	85	13,504	139	11,952	193	17,474	201	19,851
Denmark, Schleswig, and Holstein.....	643	10,744	122	2,200	139	6,237	57	6,189	81	5,739	69	6,229
Russian Baltic ports.....	731	18,475	165	3,390	197	2,483	104	1,421	163	3,107	186	3,105
Mecklenburg.....	24	18,475	2	26	4	4,372	94	2,509	147	3,396	156	2,663
Heligoland and the Lower Elbe.....						64	4	63	10	40	4	66
Labbeck.....	2,710	83,611	553	17,146	657	22,451	510	15,080	469	14,475	410	13,887
Bremen and Hanoverian West Banks.....	1,680	44,051	395	5,216	395	9,680	324	11,714	292	12,035	342	11,940
Oldenburg, East Friesland.....	1,438	19,470	307	3,754	341	5,083	341	4,716	213	2,755	231	2,493
Great Britain and Ireland.....	11,904	1,488,650	2,316	270,816	2,383	292,105	2,279	297,237	2,477	351,130	2,481	391,747

Netherlands	1, 257	72, 483	207	11, 881	268	15, 653	287	17, 136	254	15, 112	247	15, 871
Belgium	370	34, 367	41	4, 787	59	5, 486	99	8, 530	56	7, 516	71	8, 878
France, (north and west coasts)	639	71, 012	74	10, 228	104	13, 476	160	15, 279	133	17, 847	145	22, 293
French ports on the Mediterranean	38	2, 884	4	193	9	1, 449	14	1, 230	5	678	4	396
Portugal	139	9, 384	50	3, 054	25	1, 840	11	791	31	1, 927	27	1, 572
Spain, (on this side of the straits)	45	4, 731	5	424	15	2, 119	10	783	5	477	6	524
Spain, (beyond the straits)	13	1, 118	2	106	2	125	3	516	4	206	.....	427
Gibraltar and Malta	46	2, 354	7	429	5	193	19	997	15	735	10	750
Sardinia	82	4, 301	19	1, 015	17	704	14	774	10	695	14	750
Tuscany	53	3, 778	6	297	11	1, 147	10	805	8	498	.....	223
Sicily and Naples	29	309	7	204	4	190	7	394	11	502	.....	443
States of the Church	4	1, 395	4	204	.....	.....	.....	.....	.....	.....	.....	.....
Trieste and Venice	36	1, 729	7	308	.....	.....	.....	.....	.....	.....	.....	.....
Turkey and Greece	3	201	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
The Black and Azof seas	1	236	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total number of vessels	35, 978	.....	5, 054	429, 376	5, 548	480, 696	5, 006	463, 074	5, 186	540, 666	5, 210	592, 250
Total in lasts of 6000 pounds .....	.....	2, 350, 979	.....	644, 064	.....	721, 044	.....	694, 611	.....	810, 990	.....	888, 375
Total in lasts of 4000 pounds .....	.....	3, 536, 496	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Statement showing the number and tonnage in lasts of sea-going vessels entered at the port of Hamburg from different countries, from 1815 to 1866, both inclusive.

Arrivals at Hamburg from—	1815.		1816 to 1820.		1831 to 1835.		1836 to 1840.		1841 to 1845.		1846 to 1850.		1851 to 1855.		1856 to 1860.	
	Ships.		Ships.		Ships.		Ships.		Ships.		Ships.		Ships.		Ships.	Lasts of 6000 lbs.
Australia, Sandwich, and Navigator's isles.....																
China, East Indies, &c.....			16		49		44				3		6			699
East coast of Africa.....											124		175			27,129
Cape Land and Mauritius.....											2		13			1,294
West coast of Africa.....			7		25		6				2		1			1,925
Cape Verde islands.....			2								48		38			1,101
Madeira.....													1			2,899
Azores and Canary islands.....			5				3						1			89
California.....			31				30						11			548
The rest of the west coast of America.....													3			120
Argentine confederacy and Uruguay.....													5			508
Brazil.....	1		7				22				72		168			19,250
Dutch and French Guiana.....	4		139		532		6				33		35			2,338
Venezuela.....			2				587				502		600			56,275
New Granada.....											1		162			11,696
Porto Rico, St. Thomas, and Santa Cruz.....													6			87
Haiti and St. Domingo.....	8		74				88				82		68			531
Cuba.....	1		19		554		115				13,974		209			6,094
British and Dutch West Indies.....	16		128				342				305		313			15,670
Bay of Honduras.....	2		8				4						11			31,814
East coast of Mexico.....			1		35		31				1		3			1,000
United States of America.....					253		251				35		79			8,647
British North America.....	30						5				201		302			5,806
Greenland.....	4		53		15		14						1			54,363
Iceland.....			2								17		13			95,943
White sea.....	15		67		33		23						43			495
Russian Baltic ports.....	29		247				89				102		2,637			2,337
Norway.....	16		42										47			4,512
Sweden.....	48		180		56		33						141			5,760
Denmark, Schleswig, and Holstein.....	104		627				329						119			44,764
Prussian Baltic ports.....	11		343		235		233						417			13,699
Mecklenburg.....	4		95				62						110			7,487
Lebeck.....			7		4		73						17			7,226
Hellgoland and Lower Elbe.....													5			4,589
Bremen and Hanoverian Weser banks.....	87		625		1,208		841						1,167			2,621
Oldenburg and East Friesland.....	86		534				1,048						2,460			90,480
Great Britain and Ireland.....	175		1,109		1,657		1,033						2,425			30,651
Great Britain (only with stone coal)	2,682		612		3,394		3,339						1,139			36,976
	84				788		1,259						4,911			13,430
													359,004			12,582
													4,911			642,552
													6,182			537,839

Netherlands.....	308	1,128	1,111	2,119	{	2,209	2,218	61,745	1,973	56,750	1,743	60,948	1,405	58,674
Belgium.....	7	486	625	696	{	546	572	14,988	384	12,061	428	19,013	350	28,054
North and west coast of France.....	61	87	104	99	{	696	733	57,249	669	37,228	528	26,424	587	50,635
French Mediterranean ports.....	9	332	110	93	{	107	102	5,181	108	8,139	127	7,991	95	6,171
Portugal.....	27	54	207	53	{	53	78	10,082	116	5,921	176	8,409	174	9,154
Spain (this side of the straits).....	16	110	6	17	{	107	134	916	53	3,107	69	3,933	110	6,576
Spain (beyond the straits).....	17	16	138	143	{	143	29	10,589	142	6,881	157	7,713	168	14,774
Gibraltar and Malta.....	1	39	72	51	{	51	33	11,281	7	410	2	1,105	2	1,106
Sardinia.....	2	73	97	41	{	41	66		30	10,797	27	1,309	34	1,911
Tuscany.....	2	73	97	41	{	41	66		34	10,797	27	1,309	34	1,911
Sicily and Naples.....	5	73	97	41	{	41	66		34	10,797	27	1,309	34	1,911
Trieste and Venice.....	6	73	97	41	{	41	66		34	10,797	27	1,309	34	1,911
Ionian Isles and Greece.....	1	8	97	41	{	41	66		34	10,797	27	1,309	34	1,911
European Turkey, Asia Minor, and Egypt.....	1	8	97	41	{	41	66		34	10,797	27	1,309	34	1,911
Black sea.....	1	8	97	41	{	41	66		34	10,797	27	1,309	34	1,911
Total.....	1,717	11,053	12,894	13,674	17,312	18,814	22,272	873,059	1,096,154	1,539,232	24,215	1,386,945	1,973,497	2,960,245
Total capacity in lasts of 6000 pounds.....			517,140	640,450	873,059	1,096,154	1,539,232	1,386,945	1,973,497	2,960,245		1,386,945	1,973,497	2,960,245
Total capacity in lasts of 4000 pounds.....			775,710	960,675	1,303,589	1,539,232	1,814	1,303,589	1,539,232	1,814	22,272	2,080,418	2,960,245	2,960,245

Statement showing the number and tonnage in lasts of sea-going vessels, &c.—Continued.

Arrivals at Hamburg from—	1861 to 1865.		1862.		1863.		1864.		1865.		1866.	
	Ships.	Lasts of 6000 lbs.	Ships.	Lasts of 6000 lbs.	Ships.	Lasts of 6000 lbs.	Ships.	Lasts of 6000 lbs.	Ships.	Lasts of 6000 lbs.	Ships.	Lasts of 6000 lbs.
Australia, Sandwich, and Navigator's isles.....	6	689	2	129	1	159	1	168	2	233	3	519
China, East Indies, &c.....	186	34, 007	44	8, 051	36	6, 631	26	4, 582	40	7, 339	35	5, 811
East coast of Africa.....	19	1, 582	3	195	5	484	4	343	3	270	4	530
Cape Land and Mauritius.....	3	368			1	183			1	190		
West coast of Africa.....	42	3, 960	9	815	11	1, 024	7	738	8	781	10	889
Cape Verde islands.....												
Madaira.....	1	37										
Azores and Canary islands.....	1	63									1	87
California.....	206	85, 690	47	10, 743	67	19, 238	154	18, 773	79	27, 740	48	18, 137
Rest of the west coast of America.....	24	1, 707	3	215	5	332	6	452	6	482	3	237
Argentine confederacy and Uruguay.....	451	40, 520	94	8, 658	91	8, 058	65	5, 448	111	10, 064	104	8, 892
Brazil.....	1	63										
Dutch and French Guiana.....	205	14, 466	43	1, 858	40	2, 602	40	3, 072	50	3, 734	47	3, 443
Venezuela.....	10	894	2	238			2	118	3	233		
New Granada.....	88	8, 050	23	2, 127	12	1, 149	9	688	21	1, 949	17	1, 552
Porto Rico, St. Thomas, and Santa Cruz.....	251	21, 612	82	6, 995	56	4, 613	27	2, 531	30	2, 980	38	3, 483
Hayti and St. Domingo.....	278	34, 495	56	7, 081	56	6, 946	61	7, 016	54	6, 411	33	4, 137
Cuba.....	18	1, 986			3	376	11	954	4	636	2	260
British and Dutch West Indies.....												
Bay of Honduras.....												
East coast of Mexico.....	91	7, 805	22	1, 880	19	1, 678	13	1, 181	22	1, 895	22	2, 204
United States of America.....	297	105, 732	44	17, 984	64	21, 703	64	21, 075	66	24, 999	108	39, 062
British North America.....	20	2, 999	2	349	7	892	5	1, 051	3	434	2	579
Greenland.....	4	437	2	78	1	110						
Iceland.....												
White sea.....	33	2, 001	5	411	10	533	5	263	6	438	5	365
Russian Baltic ports.....	38	2, 458	5	330	4	177	7	979	14	948	5	298
Norway.....	363	42, 062	71	8, 224	87	9, 096	65	7, 831	81	9, 274	145	15, 835
Sweden.....	164	9, 402	38	2, 008	39	2, 036	19	1, 228	33	2, 132	41	2, 761
Denmark, Schleswig, and Holstein.....	722	10, 578	119	2, 076	127	1, 869	131	1, 613	230	3, 368	137	2, 060
Prussian Baltic ports.....	443	7, 145	155	2, 481	128	1, 827	13	194	50	1, 192	75	1, 348
Mecklenburg.....	9	105	1	10	3	39			4	48	8	104
Lubeck.....	3	835	1	204								
Helligoland and Lower Elbe.....	3, 397	186, 061	594	31, 929	773	42, 861	1	174	589	34, 421	628	31, 283
Bremen and Hanoverian Weser banks.....	2, 527	61, 695	487	7, 950	616	14, 382	514	15, 743	396	15, 342	479	16, 298
Oldenburg and East Frisia.....	814	11, 480	132	1, 726	180	3, 237	186	2, 319	155	1, 988	168	2, 301
Great Britain and Ireland.....	5, 488	803, 604	1, 057	149, 060	1, 203	167, 125	1, 056	158, 591	1, 209	189, 571	1, 263	227, 689
Great Britain (only with stone coal).....	6, 172	606, 181	1, 262	113, 869	1, 140	108, 948	1, 191	121, 294	1, 150	132, 642	1, 034	134, 990
Netherlands.....	1, 569	79, 589	307	14, 389	339	17, 998	343	17, 841	302	16, 179	317	19, 454
Belgium.....	304	34, 239	57	5, 973	57	5, 737	63	6, 610	68	9, 566	70	10, 697

North and west coast of France.....	736	78,364	108	11,707	160	16,345	157	16,005	191	21,412	160	23,025
French Mediterranean ports.....	96	6,408	99	1,386	19	1,106	121	1,389	15	1,123	16	1,123
Portugal.....	99	5,357	18	965	18	1,004	17	1,798	23	1,423	19	1,081
Spain (this side of the straits).....	105	6,593	16	914	27	1,886	22	1,472	22	1,675	12	881
Spain (beyond the straits).....	148	11,934	30	1,955	27	1,866	28	2,727	41	4,067	16	1,938
Gibraltar and Malta.....												36
Sardinia.....	44	9,815	10	553	13	871	5	494	5	255	1	132
Tuscany.....	6	2,323	12	641	16	877	11	608	12	690	12	766
Sticily and Naples.....	275	15,767	62	3,299	57	3,163	58	3,435	58	3,596	42	2,871
Trieste and Venice.....	50	3,506	11	818	7	457	9	540	8	542	7	436
Ionian isles and Greece.....	50	3,307	19	1,185	6	403	9	615	12	867	13	1,386
European Turkey, Asia Minor, and Egypt.....	41	3,195	13	851	11	917	6	410	9	785	6	1,148
Black sea.....												
Total.....	26,043		5,083		5,543		5,012		5,186		5,185	
Total capacity in lasts, at 6000 pounds.....		2,365,209		433,274		481,216		465,909		543,735		580,077
Total capacity in lasts, at 4000 pounds.....		3,547,814		649,911		721,524		698,804		815,602		885,115

Importation of goods at Hamburg, exclusive of cash.

Year.	Net weight.	Value.
	<i>Centner, 100 lbs.</i>	<i>Thaler.</i>
1856	36,803,000	263,910,000
1857	36,787,000	278,983,000
1858	32,190,000	204,563,000
1859	33,641,000	235,736,000
1860	37,815,000	272,315,000
1861	38,930,000	264,988,000
1862	38,209,000	268,378,000
1863	41,503,000	301,192,000
1864	43,846,000	328,888,000
1865	47,187,000	327,937,000
1866	47,658,000	336,587,000

Year.	Sea importation.		Importation from inland.	
	Centner.	Thaler.	Centner.	Thaler.
1856	17 563,000	136,384,000	19,240,000	127,526,000
1865	21,758,000	172,445,000	25,429,000	155,492,000
1866	20,458,000	161,325,000	27,200,000	175,262,000

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States during the several quarters of the year ended September 30, 1867, (compiled from invoice book.)

description.	Value, including costs and charges.
Prunes banco ..	1,949 7
Zinc do	70,805 14
Drugs do	6,582 4
Drugs piastres ..	37,754 4
Rags pounds ..	9,644 9
Plums banco ..	5,703 15½
Skins do	486 9½
Seed do	4,278 6
Sulphur do	12,648 3
Flocks do	54,271 10
Hair and hair cloth do	7,085 10
Bilberries do	19,393 12
Pianos do	9,357 6
Herrings do	35,259 3½
Lentils do	1,375 15
Berlin wool do	2,691 1
Sulphate of copper do	2,355 2
Calf skins do	1,949 15
Bristles do	13,228 3
Bristles piastres ..	1,849 9
Red arsenic banco ..	1,867 4
Lead, black and sugar of do	1,931 5
Lead, black and sugar of piastres ..	1,931 5

Statement showing the description and value of exports, &c.—Continued.

Description.	Value, including costs and charges.
Coffee banco ..	15,630 5
Wine do.....	3,450 14
Scrap iron do.....	3,696 10
Candles do.....	5,463 6
Nickel do.....	3,204 0
Sundries do.....	20,879 1
Sundries piastres..	6,860 21
Sundries pounds..	180 16
Total for quarter ended December 31, 1866, about..... banco..	947,918 14
Total for quarter ended March 31, 1867, about..... do.....	915,780 14
Total for quarter ended June 30, 1867, about..... do.....	1,450,671 10
Total for quarter ended September 30, 1867, about do.....	1,147,417 13
Grand total, about..... do.....	4,461,786 51

MAY 18, 1867.

I have the honor to inform you that the Senate and Bürgerschaft of Hamburg have passed a joint act exempting the citizens of all foreign countries from service in the Bürger militia, or citizen soldiery of Hamburg, in which, previous to the passage of the said act, all residents of whatever nationality were compelled by law to serve, or provide an acceptable substitute.

BAVARIA.

MUNICH—HENRY TOOMY, *Consul*.

Report on the trade of the Munich consular district; also on the agriculture and industry of Bavaria generally, for the year ended September 30, 1867.

I have the honor to submit herewith, as prescribed by consular regulations, a report upon the business of this consular district for the commercial year ended September 30, 1867, together with a short reference to the general industrial condition of Bavaria.

The year 1867, though promising favorably at its opening, has been in its course equally as unprosperous as the preceding year, and marked with a similar stagnation in all local enterprises and general financial distrust. The public mind, animated at first by the prospect of the unification of Germany to result from the war just terminated, was rendered again and continuously anxious and unquiet by the various questions arising from time to time with foreign neighboring powers, and which frequently threatened a recurrence of war. Added to this, as a special cause for anxiety here, may be mentioned the uncertainty of the future political relations of Bavaria with the other members of the old German federation in the event of any renewal of hostilities.

In my report of last year, reference was made to the excessive number of bankruptcies which had taken place in this consular district during the period of time then under notice. The injurious effect of those bankruptcies continues to be felt, as, owing to the slowness of operation of the Bavarian bankrupt law, none of the assets have been realized, or at least distributed, and in no instance

have the bankrupt establishments resumed business. For the present year the commercial failures have been very few and of insignificant amounts. The rate of interest during the year ranged from two and one-half to four per cent. For short time advances upon government stocks, foreign and domestic, to the two-thirds or three-fourths value, four per cent. was generally obtained. For ordinary speculative purposes or for expenditure upon local enterprises money was not attainable at all, unless at rates beyond the ability of the borrowers to pay, while the amount of idle capital lying on deposit and unemployed, was much in excess of any previous year.

The harvest for the year 1867 is reported to be better than that of 1866, and rather above an average, taking the estimates of the preceding twelve years. The yield of wheat, rye and barley, in quality and quantity, is slightly superior to that of last year. The crop of potatoes, peas, and beans, was also superior to that of the preceding year both in quantity and quality. Hops, a very important crop here, yielded much better than in the previous harvest. Hay, both of first and second crops, and green clover were abundant. The latter is always fed to milking and other cattle here in stall, it being the custom everywhere in Bavaria to keep them housed during the whole year, except for a few hours daily during the month of October. Turnips, cabbage, rape, and hemp were somewhat below, and tobacco and wine about equal to the product of last year. I give this summary from the report of the Royal Agricultural Verein here, which does not make up any statistics of the actual yield, but merely a general notice of the harvest, but this can only be procured once every 10 years from the government statistical bureau.

The emigration from Bavaria to the United States, which had fallen off a great deal during the rebellion, has since its cessation increased very much. According to the returns on the subject, made up at the statistical bureau, the yearly emigration to the United States during the last 20 years has ranged from one-sixth to one-half of one per centum of the entire population of the kingdom, and has in some years, following a very good harvest, exceeded one-half per cent. This estimate, however, it should be considered refers only to certified or permitted emigration, while large numbers leave Bavaria yearly for the United States without certificates or permission, not included in those returns. According to the law referring to the subject of emigration, permission may be given or withheld at the discretion of the authorities, and even though the applicant may have fulfilled his active military duties, he cannot demand a permit to emigrate as a legal right. In the case of those desiring to emigrate, who have not given service, or who are below the military age, of course application is never made for permission to emigrate, as it would be refused. Large numbers in the latter condition are known to leave the country yearly, but their emigration is not officially recorded. According to a reasonable estimate of those who emigrate with and without permission, I think the yearly number of Bavarians added to the population of the United States may be considered to range from 20,000 to 30,000 persons, which will show an average much beyond the emigration from any other state in Europe, Ireland excepted. The parliament now in session has finally passed the bill abolishing all trade monopolies or special privileges, termed here "Real Rechte." Henceforward all Bavarian subjects, and subjects of foreign nationalities which so far reciprocate in legislation, are free to enter into any business, trade, or profession, without permission or license, with the exception of bankers, (dealers in money,) brewers, druggists, and retailers of liquors, who must conform to certain conditions to receive special license from the municipal authorities. The question of compensation for holders of existing monopolies or privileges has been long discussed, but without arriving at any conclusion, it having been found impossible to reconcile the various opinions on the subject. The settlement of the question is referred to the next parliament, who will be able to adjust the claims of vested rights more intelligently through a commission, which is to be appointed to examine into the subject.

Though local enterprise and trade has been unfavorable for the year under notice, the exports to the United States show a decided increase. For the year ended September 30, 1866, there has been exported from Bavaria proper, according to the certified United States consular returns :

	Florins.
From Nuremberg and the north of Bavaria	3, 620, 195
From Munich	313, 789
From Augsburg .....	.....
Total	<u>3, 933, 984</u>

From the Rhenish Palatinate the accounts for the year ended September 30, 1866, have not been kept separate from the Baden district, both being under one consular jurisdiction.

For the year ended September 30, 1867, the amount, as certified at the consulate for the Palatinate proper, is $529,692\frac{5}{6}$ florins.

For the year just closed the amounts sum up, from Nuremberg and northern Bavaria, 5,168,449 florins; from Munich, $315,457\frac{4}{5}$ florins; from Augsburg, $28,124\frac{2}{6}$ florins; from Rhenish Bavaria, $529,692\frac{5}{6}$ florins; total, 6,041,724 00 florins.

By the new Zollverein's regulations the trade in salt, or rather revenue derivable from it, accrues directly to the Zoll-treasury. Under the old customs-union existing up to the war of 1866, the trade in salt was reserved by each state, and in the case of Bavaria the manufacture and sale here being a government monopoly, was a very important interest, producing a net revenue to the state of over three millions of florins yearly, after paying the heavy charges of administration by a special government bureau. The consumption of salt in Bavaria in proportion to the population, exceeds that of the other states of the union by over one-third; being, it is calculated and admitted, 25 pounds per head to a range of from 14 to 18 pounds in the other German states. This excess of consumption, however, is not to be considered in the distribution of the general Zollverein revenue, and Bavaria is only to receive a strict proportion to her population; that is, Bavaria will have to pay into the general Zollverein treasury a tax as at present laid down at $3\frac{1}{2}$ florins per centner, being 4,200,000 florins on her actual consumption of 1,200,000 centner, at 25 pounds per head, while she receives back only 3,024,000 florins, being $3\frac{1}{2}$ florins per centner on 864,000 centner, this being on the estimate of 18 pounds per head consumption, which is the average assumed for all the states, including Bavaria. Taking the figures here given, which, I may observe, are not questioned in any quarter, the estimate of loss to the Bavarian treasury on yearly revenue from this source sums up in round numbers 1,176,000 florins, being the difference between the tax paid of 4,200,000 florins on 1,200,000 centner, and revenue received of 3,024,000 florins on 864,000 centner. Besides the loss of revenue the industrial interests of Bavaria have suffered by the withdrawal of state control over the salt trade. Already the salt-producing establishments have discharged the greater number of their employes, it being found impossible to compete on equal terms with the salt-works of Prussia and other parts of Germany. For the workmen thrown out of employment collections are now being generally made throughout this city and state by public concerts and exhibitions.

The condition of local trade calls for little other notice than that already made. Gold and silver paper export has fallen off 60 per cent.; the trade in artificial flowers has increased, and a new article, perfumery and fancy soaps, has commenced to be exported. Oil paintings and other works of art have been more exported this year than in any preceding year, owing, probably, to the large number of Americans who visited Europe on account of the Paris Expo-

sition. Ox and calf bladders are largely in demand from this market. The high tariff on woollen goods, and depression of trade in this branch in America, have caused a cessation of the business from here; the shipments of this year have resulted in loss to the exporters. Pipes of wood and meerschaum have been more exported than last year. Canvas cloth and mattress stuff in small quantities have, for the first time, been sent from this district to America.

During the year 1867, as well as in the previous year, Munich has been very healthy, and can from its mortality statistics for the past two years exhibit a not unfavorable comparison with other European cities. This advance in its sanitary condition has at least followed, if it be not directly traceable to, the introduction of good water, improvement in sewerage, and better police regulations.

The line of railway from Munich to Ingolstadt has been completed during the year 1867, and thrown open to commerce on the 1st of November. The distance is 53 English miles. This is a government line, similar to all others in Bavaria, with the exception of the Eastern Railway, from Munich to Regensburg, or Ratisbon, thence to Nuremberg. The principal purpose of its construction was to connect the fortified city of Ingolstadt, containing about 15,000 inhabitants, with Munich. This fortification is the most important in the possession of Bavaria and situated on the Danube, and is generally garrisoned by about 10,000 men. The railway passes through three little towns—Dechan, 2,500 inhabitants; Pfaffenhofen 1,500, and Wolzach 2,000 inhabitants—and through an extensive hop-growing district. Another branch-line has been finished in the Pfalz, (Palatinate,) connecting the Bavarian towns of Homburg and St. Ingbert with the French railways at the junction near Saarbruck. There are in process of construction about 196 miles of railway, viz: Ingolstadt, Gunzenhausen, 40 miles; Treuchtlingen, Pleinfeld, 6 miles; Munich, Simbach, Braunau, 75 miles; Schweinfurt, Kissingen, 17 miles; Schweinfurt, Memmigen, 41 miles; Landstuhl, Cassel, 17 miles. There are further projected lines upon which work has not yet commenced. These will amount to about 280 miles, and are connecting branches for existing railways. The estimated cost of these works not commenced sums up to 60,872,000 florins. All these railways are to be constructed for government account.

Tables of Munich trade are appended.

Specification of the goods, as per certified invoices forwarded through this consulate.	Am't of invoice, 1866-'67.	Am't of invoice, 1865-'66.
	<i>Florins. Kr.</i>	<i>Florins. Kr.</i>
Objects of art: Statuary, oil paintings and prints, porcelain paintings, church ornaments, and photographs	176, 132 23	170, 142 00
Books and stationery	27, 403 55	45, 077 00
Corsets	14, 030 30	12, 900 00
Calf skins and bladders	6, 255 14½	8, 981 00
Dye stuffs, perfumery, and artificial flowers	10, 411 42	3, 745 00
Gold and silver paper	10, 443 45	38, 778 00
Jewelry and silver ware.....	6, 506 26	.....
Musical instruments and music pieces.....	16, 159 35	24, 594 00
Porcelain and fancy glassware	6, 029 16	9, 313 00
Smoking pipes and meerschaums.....	10, 793 14	.....
Woollen cloth.....	20, 534 00	21, 435 00
Sundries, viz: Household effects, silk and damask, snuff boxes, wood for musical instruments, cigars, minerals, twine, canvas, cloth, mattress stuff and linen, telescopes, and hops	10, 749 25	37, 181 00
Total	315, 447 25½	372, 146 00

NOVEMBER 25, 1867.

* * * * * The legislature of Bavaria, now in session, has just passed a bill abolishing all previously existing trade and business monopolies, (or, as they are termed, real rights,) who have in all cases had to pay large sums for their acquisition. In many instances the trade privileges had been mortgaged, being recognized heretofore by law as real as well as personal property, and by this bill the mortgagees are deprived of the value of their securities. The question of compensation for those interested had been discussed last session of the legislature, and in the earlier part of the present session. It being found impossible to arrive at any settlement, however, the present bill was finally passed ignoring the question of compensation altogether or leaving it for further legislation. According to the terms of the present bill, after a certain date, which is not yet announced for its operation, all trades, occupations, and professions, with a few exceptions, hereafter enumerated, are open and free to be engaged in by any and all Bavarians, without distinction of creed or sex, and also to all foreigners whose legislation confers reciprocal advantages on Bavarians.

The exceptions to this bill, which require license from examining magistrates, comprise apothecaries, druggists, brewers, distillers and retailers of liquors, bankers, steamboat and railroad companies. The two latter, I should add, require charters from the legislature.

DECEMBER 31, 1866.

Statement showing the description and value of the exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.
	<i>Florins. Kr.</i>
Statuary	7, 347 42
Paintings on canvass, glass, and porcelain	38, 942 06
Calf bladders	575 00
Writing paper	2, 401 00
Fancy porcelain and glassware	1, 331 50
Gold and silver paper	3, 403 40
Woollen cloth	17, 385 00
Corsets	1, 500 00
Household articles	2, 664 54
Musical instruments and wood for same	1, 597 54
Pipes	2, 944 53
Colors and books	1, 937 16
Photographs	1, 586 00
Sundries	2, 815 43
Total for quarter ended December 31, 1866	86, 434 38
Total for quarter ended March 31, 1867	32, 301 46
Total for quarter ended June 30, 1867	75, 851 08½
Total for quarter ended September 30, 1867	120, 870 15
Grand total	315, 457 45½

AUGSBURG—W. COLVIN BROWN, *Consul*.

MARCH 31, 1867.

Statement showing the description and value of exports from Augsburg to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.
	<i>Florins. Kr.</i>
Gold paper	938 20
Pack thread	2, 141 35
Cotton ware	2, 961 29
Medicinal preparations	345 42
Sparkling wine	378 00
Total for quarter ended March 31, 1867	6, 655 06
Total for quarter ended September 30, 1867	3, 283 25
Total for six months	9, 948 31

AUGSBURG—MAX OBERMAYER, *Consul*.

JUNE 30, 1867.

The exports to the United States from the district of this consulate during the quarter ended this day amounted to 6,433 florins and 45 kreutzer, consisting of—

	<i>Florins. Kr.</i>
Gold and silver paper	4, 615 30
Kid gloves	1, 204 30
Medical preparations	259 12
Cock-saws	354 33
Total	6, 433 45

NUREMBERG—BENJ. LE FEVRE, *Consul*.

DECEMBER 31, 1866.

Statement showing the description and value of exports from Nuremberg to the United States during the several quarters of the year ended September 30, 1867, (compiled from invoice book.)

Description.	Value.
	<i>Florins. Kr.</i>
Fancy goods, toys, and fancy articles	371, 611 55
Baskets	72, 634 26
Willows	6, 652 24
Leads and lead-pencils	117, 682 01
Lead-pencil machines	653 51
Slates and slate-pencils	3, 946 54
Lithographic stones	7, 603 14
Mathematical and musical instruments	15, 816 22
Common glass and gilded marbles	3, 371 12

Statement showing the description and value of exports, &c.—Continued.

Description.	Value.
Beads	17,778 26
Gold and silver leaf	11,401 15
Gold, silver, fancy, and colored paper	34,482 14
Cloth	126,722 33
Hops	17,778 26
Vegetable medicines	2,410 37
Ultramarine	14,297 26
Tin foil	4,008 32
Bronze powder and Dutch leaf metal	113,617 40
Looking-glass plates and glassware	115,883 09
Vermilion	17,778 26
Sundries	60,845 09
Total for quarter ended December 31, 1866	1,136,987 12
Total for quarter ended March 31, 1867	943,055 29
Total for quarter ended June 30, 1867	992,437 22
Total for quarter ended September 30, 1867	1,133 807 10
Grand total	4,206,286 73

WURTEMBERG.

STUTTGART—E. KLAUPRECHT, *Consul.*

DECEMBER 31, 1867.

Report on the commerce, manufactures and agriculture of the consulate of Stuttgart, for the year 1867.

* * * * By enclosure No. 1, comparative table of the exports to the United States during the years 1865-'67, a falling-off to the amount of 659,658 florins is exhibited in the sum total of this year's trade, compared with that of the preceding year. This decrease almost exclusively falls on the two chief articles of export, corsets amounting to 575,558.1 florins and wine amounting to 169,570.64. It explains itself by the over-stocked market of the former article at New York, and the inferior quality of the latter in last year's crop. Reviewing the other articles, we find, with the exception of drugs, woollen and mixed goods, a steady decrease of the export trade, foremost in cotton goods, leather and goldware. Owing to the disturbing influence of the political events of this and last year, and principally to the dissolution of the old bond, the Zollverein, for the last 45 years uniting the German States in one national body, commerce and the most branches of industry in Wurtemberg continued in a state of lethargy during the year, and in consequence thereof the laboring classes had to suffer, the more so as last and this year's harvests of grain were below the average. Happily this uncertain state of affairs was ended on the 30th of October, by the adoption of the new treaty of Custom Union with the North German Confederacy by the two houses of the legislature of Wurtemberg.

I enclose an official statement of this year's crops, just issued by the statistical department of state.

The average prices are: For wheat, fl. 8.36 to fl. 8.54 per scheffel; for spelt, fl. 8.30 to 8.36 per scheffel; for barley, fl. 5.30 to 5.42 per scheffel; for rye, fl. 6.06 to 6.12 per scheffel; for oats, fl. 4.24.

The prices of provisions are: For beef, 12 cents per pound; for veal, 11 cents per pound; for pork, 12 cents per pound; for lard, 19 and 20 cents per pound; for butter, 20 cents per pound; for eggs, 16 cents per dozen.

The wine crop was in quantity a very good average, but in quality far below last year's inferior product—continued rain in September and early frosts having prevented the ripening of the grapes which a month before promised an excellent yield. Prices range from fl. 35 to fl. 50 per eimer (77.542 gallons.) A failure in this product must be considered as a great calamity; Wurtemberg in regard to her average yield being foremost in the rank of the wine producing states of Germany, 60,000 acres being employed in this culture.

Equally important to the state is the culture of fruit, which in a good average year produces 3,858,780 bushels of apples and pears, and 680,127 bushels of cherries, plums, prunes, &c.

There are 8,000,000 of fruit trees in the state, in the districts of Stuttgart, Ludwigsburg, Cannstatt, Esslingen, 20,000 trees to the English square mile, the district of Stuttgart alone (5,200 acres) forming an enormous orchard numbering 105,000 fruit trees.

The price of a bushel of apples is fl. 1.30; of an eimer of cider fl. 14 to fl. 18. Cherry brandy from 50 to 75 cents a gallon.

The culture of hops this season has been largely extended; the crop was a good average. Prices ranging from 40 to 65 florins per centner, have encouraged exports to the United States. The crop of sugar beets in Wurtemberg and throughout the whole of southern Germany has fallen fully one-third short of last year's yield. In the domain of the Zollverein the crop will be 40 millions of centner against 50½ millions in 1866, reducing the annual product of sugar by 700,000 centner.

The prices of wool at the chief markets, Kirchheim, Mergentheim, Ulm, &c., were 130 florins for Spanish, 106 florins for mixed, and 90 florins for German wool per centner. Having declined since more than 30 per cent., enormous losses were sustained by manufacturers.

The amount of transportation on the Danube continued decreasing, 21,073 centner freight only having been forwarded from Ulm during last year, proving all efforts of shippers to vie with the railways as unavailable.

Navigation on the Necker has somewhat increased. Arrivals at Heilbronn, 1,280,787 centner; departures 709,555 centner. Most of these arrivals, as in former years, were from Rotterdam. The traffic by these railways continues to be very active; 5,253,289 persons, and 18,495,628 centner of freight having been forwarded during the year. Receipts were 7,312,971 florins. The net earnings 4,023,629 florins, rendering five per cent. interest to the capital invested, (79,749,268 florins.) In October the new railway from Krailsheim to Aalen was opened, completing the circuit rail net—Stuttgart, Heilbronn and Aalen steam navigation on lake of Constance.

Transport of persons.....	110, 968
Cattle and horses.....	8, 839
Freight, centner.....	506, 554
Grain.....	653, 072

Emigration this year fully attained the average rate of 4,000 souls. The official organ of government, the "Staats Anzeiger," in the course of the year published the names of 2,791 persons to whom official permission to emigrate to the United States and passports have been granted. The military convention concluded with Prussia, abolishing the substitute system and compelling every Wurtemberger to serve in the army for three years, together with the low price of labor, will continue to be the great stimulus to emigration for years to come. I enclose a list of the wages of labor in the various trades of the state.

Comparative statement showing the description and value of the exports from the kingdom of Wurtemberg to the United States during the years 1865, 1866, and 1867.

Description.	Value.		
	1865.	1866.	1867.
	<i>Florins. Kr.</i>	<i>Florins. Kr.</i>	<i>Florins. Kr.</i>
Corsets	617,303 48	2,465,904 56	1,890,346 55
Wine and liquors	30,940 53	169,570 04	54,487 50
Drugs	47,472 49	42,934 33	40,994 26
Woollen goods	9,216 26	49,871 10	33,234 03
Linen goods .....	.....	.....	21,097 28
Cotton goods .....	.....	.....	63,434 55
Mixed goods	19,469 00	111,788 41	30,265 05
Books and newspapers	18,463 34	21,815 05	60,996 27
Leather	3,260 01	29,490 09	73,794 33
Dried fruit	11,090 40	27,412 52	45,849 15
Jewelry	5,675 05	40,992 31	66,515 23
Metal ware	271 27	11,909 41	13,861 03
Lithographic articles .....	.....	2,252 51	8,744 46
Confectionery .....	.....	4,401 42	6,043 45
Colors and dyes .....	.....	48,794 04	59,461 53
Sundries	25,392 35	129,736 21	23,058 21
Total	788,555 08	3,201,874 46	2,542,186 08

The crop of 1867 in Wurtemberg.

The total area under all crops was 2,737,463 $\frac{5}{8}$ morgen, of which 2,420,910 $\frac{4}{8}$ morgen, or 188.44 per cent., were cultivated, and 316,553 $\frac{3}{8}$ morgen, or 11.56 per cent., fallow land. Last year the total area amounted to 2,746,243 $\frac{3}{8}$ morgen, of which 2,421,468 $\frac{6}{8}$ were cultivated and 318,774 $\frac{5}{8}$ morgen fallow land.

The area cultivated this year (1867) yielded the following harvests:

Description.	Area in morgen (ares.)	Percentage of total area.	Average crop.	Crop of 1867.	Total result of 1867.
			<i>Scheffel.</i>	<i>Scheffel.</i>	<i>Scheffel.</i>
Winter spelt	641,638	23.44	6.55	8.64	3,621,832
Oats	468,330	14.91	4.50	4.80	1,959,074
Summer barley	290,227	10.60	3.78	4.90	1,131,244
Winter rye	112,220	10.49	2.82	2.88	322,809
Winter wheat	32,189		3.20	2.62	84,220
Winter mixed grains, (half rye, half spelt)	60,356		4.68	4.05	217,230
Winter barley	5,855		3.59	3.72	21,772
Summer spelt	4,879		4.68	3.58	17,486
Summer rye	21,913	.....	2.57	2.50	54,809
Summer wheat	9,181	.....	2.70	2.52	23,119
Summer mixed grain	39,197	.....	4.50	5.06	198,407
Millet	1,003	.....	4.50	4.94	4,955
Buckwheat	132	.....	4.50	4.62	606
Total	1,627,120	59.44	.....	.....	7,657,573
Last year .....	.....	.....	.....	.....	8,809,838
			<i>Centner.</i>	<i>Centner.</i>	<i>Centner.</i>
Clover—					
Red clover	217,925	10.81	37.15	31.67	6,901,557
Luzerne	43,779			38.19	1,671,792
Esparsette	34,283			24.34	834,425
Total	295,987	.....	.....	37.40	9,407,774
In 1866 .....	.....	.....	.....	.....	8,349,561

Yield of harvests, &c.—Continued.

Description.	Area in mor- gen (ares.)	Percentage of total area.	Average crop.	Crop of 1867.	Total result of 1867.
Potatoes	216,008	7.89	<i>Simri.*</i> 120.90	<i>Simri.</i> 163.16	<i>Simri.</i> 35,244,110
Sound potatoes				6.71	1,449,547
Last year's product—					
Sound potatoes					20,186,358
Diseased potatoes					5,612,868
In 1865—					
Sound potatoes					41,311,299
Diseased potatoes					940,322
Oil plants, &c—			<i>Scheffel.</i>	<i>Scheffel.</i>	<i>Scheffel.</i>
Rape seed and beet	35,775		2.40	73.00	97,615
Poppy	8,735		2.86		
Flax	22,666		<i>Pounds.</i> 93.20	<i>Pounds.</i> 86.92	<i>Pounds.</i> 1,970,207
Hemp	24,318		125.00	120.26	2,924,479
Hops	14,802		<i>Centner.</i> 3.70	<i>Centner.</i> 5.29	<i>Centner.</i> 78,256
Tobacco	496		7.80	8.11	4,022
Chicory root	1,410		Unknown	Unknown	
Beets, cabbages, and carrots	94,716	3.46	29.55	418.83	11,267,089
Peas	11,563		<i>Scheffel.</i> 2.25	<i>Scheffel.</i> 2.61	<i>Scheffel.</i> 30,178
Lentils	13,362		2.30	2.17	29,026
Garden beans	2,698		2.71	3.14	8,472
Field beans	9,717		2.74	3.14	30,480
Vetches	35,575		2.84	2.95	104,775
Indian corn	5,676		2.75	4.10	23,273

* A simri is about half a bushel.

The fruit crop amounts to 6,741,061 simri apples and pears, and 450,868 simri cherries, plums, prunes; while the average crop of the former, from 1852 to 1864, was 4,297,925, and 771,709 of the latter. Meadows and clover produced 28,130,779 centner, against 24,212,663 centner in 1866.

Average wages (daily) of laborers.

Occupation.	Over 18 years.		Under 18 years.		Day la- borers.
	Men.	Women.	Men.	Women.	
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
In manufactories of cotton	20 to 60	15 to 35	10 to 35	10 to 30	30 to 40
In manufactories of velvet	34 to 40		15 to 20		
In manufactories of corsets	50 to 95	25 to 60			
In manufactories of linen goods	30 to 40	15 to 20	10 to 20	10 to 20	
In manufactories of woollen goods	25 to 80	15 to 30	10 to 30	10 to 45	30 to 50
In manufactories of cloths	15 to 50	15 to 25	25		
In manufactories of wool and carpets	15 to 60	15 to 40	10 to 25	10 to 25	25 to 30
In manufactories of silk goods	30 to 60		20 to 30	10 to 15	30 to 50
In manufactories of stockings	20 to 35	15	10 to 20		
In manufactories of organs	50 to 80				30 to 40
In manufactories of pianos	35 to 100				
In furnaces	40 to 55	20 to 30	15 to 20		30 to 50
In foundries	55 to 75	25			
In machine shops	20 to 120	25 to 40	25 to 40		30 to 50
In manufactories of tin	30 to 55		10 to 20		
In manufactories of tin, lacquered	25 to 120	15 to 30	10 to 25	10 to 15	15 to 30
In manufactories of wire	30 to 55	15 to 20	10 to 25	10 to 15	35 to 40
In manufactories of matches	35 to 45	20 to 25			30 to 35
In manufactories of tools	45 to 65		35 to 50		30 to 45
In manufactories of pewter	40 to 80		10 to 20		
In manufactories of gold	40 to 100	20 to 40	15	15	40
In manufactories of watches	35 to 80	15 to 20			
In manufactories of bone	30 to 65	15 to 25	20 to 25		
In manufactories of mineral water	50				35
In manufactories of vinegar	50				40
In manufactories of champagne	40 to 50				40
In chemical factories	30 to 45				30 to 45
In confectioneries	30 to 40	20 to 30			
In oil mills	20 to 40		15 to 30		40
In manufactories of sugar	20 to 55	15 to 25	15 to 25	10 to 25	
In manufactories of cigars	30 to 55	20 to 35	20 to 30	10 to 25	25 to 40

Average wages (daily) of laborers.—Continued.

Occupation.	Over 18 years.		Under 18 years.		Day laborers.
	Men.	Women.	Men.	Women.	
	Cents.	Cents.	Cents.	Cents.	Cents.
In manufactories of tobacco	25 to 30	10 to 15	.....	.....	30 to 35
In manufactories of bricks	25 to 80	20 to 25	15 to 25	15 to 30	35 to 45
In manufactories of stoneware	30 to 85	20 to 40	15 to 25	.....	30 to 35
In manufactories of cement	35 to 50	.....	10 to 25	.....	.....
In manufactories of chicory	30 to 50	.....	10 to 25	.....	.....
In manufactories of glass	60 to 150	15 to 25	10 to 20	.....	30 to 35
In manufactories of wood	30 to 40	.....	.....	.....	.....
In manufactories of toys	30 to 40	25 to 30	.....	.....	.....
In manufactories of paper	20 to 70	15 to 30	10 to 30	10 to 20	.....
In manufactories of wall paper	30 to 35	.....	10 to 20	.....	.....
In tan yards	35 to 55	.....	20 to 40	.....	20 to 40

DECEMBER 31, 1867.

Statement showing the description and value of exports from this port to the United States during the several quarters of the year ended September 30, 1867.

Description.	Value.
	<i>Florins. Kr.</i>
Corsets	636, 731 55
Wine	25, 782 40
Druggist's goods	22, 602 50
Woollen goods	4, 766 37
Linen goods	14, 778 51
Cotton goods	4, 830 08
Mixed goods	14, 323 27
Books	19, 622 38
Leather	17, 243 12
Fruit, dried	1, 099 14
Jewelry	29, 625 21
Metal ware	3, 859 14
Lithographic articles	3, 272 01
Confectionery	1, 829 57
Colors	16, 316 33
Miscellaneous articles	12, 424 19
Total for quarter ended December 31, 1866	829, 108 57
Total for quarter ended March 31, 1867	502, 639 07
Total for quarter ended June 30, 1867	499, 578 18
Total for quarter ended September 30, 1867	710, 859 36
Grand total	2, 542, 185 18

BADEN.

CARLSRUHE—G. F. KETTELL, *Consul.*

SEPTEMBER 30, 1867.

I have the honor to transmit herewith a report on the commercial condition and resources of the grand duchy of Baden, as required by the consular regulations.

The commerce of the grand duchy of Baden has been exceedingly limited during the past year owing in a great measure to the uncertainties of the political situation, though the depression has been more manifest in the internal trade than in foreign transactions, as the stagnation of the home market induced the exportation of considerable quantities of goods which would otherwise have found a home consumption; so that while the domestic trade is only about one-half what it was for the year ended September 30, 1866, the exportations to the United States are only about one-third less than they were for the same period.

Confidence has gradually revived towards the close of 1866, after the return of peace between Prussia and Austria, and a prosperous trade was anticipated for the present year, but these hopes rapidly declined, when, with the return of spring, prospects of war arising out of the Luxemburg complications spread fear and gloom through all the commercial circles of Germany. The solution of this question was not able immediately to restore confidence and lead trade back into its accustomed channels, for the reason that the removal of the fear of foreign war brought the great problems of internal politics more vividly before the minds of the people.

The idea which now absorbs the public mind of Germany is that of "German unity," but the idea approaches its realization under forms and subject to conditions which greatly dampen the ardor of many of the southern Germans. The union of all the states in one nationality in which all shall be elevated in rank and dignity as constituent and equal members of a great nation is the dream which fills the mind of the German patriot. But the coming event, which actually looms upon the political horizon, seems to involve the surrender on the part of the smaller states of their political identity into the hands of Prussia; so that, to the apprehensions of many, "German unity" is but another name for Prussian supremacy.

This conversion of Germany into Prussia is what offends the pride and patriotism of many of the southern Germans, and is the origin of the disunion of parties into which the people are now broken, causing the disquiet in the political atmosphere which is everywhere observable; so that, at the present time, distrust and hesitancy trammel all the operations of trade. Especially is this observable in the departments of mechanical industry. A strong feeling of patriotism, however, seems to pervade the entire people and to animate the government.

The grand duke, at the opening of the two chambers of the Landtag on the 5th of September, declared that "his resolution was fixed to strive for 'German unity,' and to make on his own behalf the sacrifices which were inseparable from such a union." At the same time he declared that, "though the form of the union of the southern German states with the northern confederacy was not yet discovered, yet important steps had been taken toward it."

Among the most conspicuous of these steps is the treaty between Prussia and the South German states of August 1866, involving the reorganization of the entire military force of Germany, and its disposition under Prussian leadership, thus constituting a common defence of the entire German territory under one head against foreign aggression. In the fulfilment of this treaty the troops of Baden have been placed directly under Prussian command, and her peace establishment increased from 7,000 to 14,000 men.

Considered in any light the military unity of Germany under one capable leadership creates a security against foreign invasion which Germany has not heretofore enjoyed, her greatest misfortunes in former wars having resulted from desultory and disjointed operations of distinct armies acting under independent and often discordant authority. The military unity of Germany, therefore, affords security and confidence, and has, thus far, a beneficial influence upon trade.

Another important step towards the union of Germany is the reorganization and broader establishment of the Zollverein, which, in the language of the grand duke, in his speech to the chambers above referred to, "has received an essen-

tially improved organization," and is now aiming at measures which will greatly facilitate the operations of trade. Among these measures, perhaps the most important is the introduction of a uniform system of coins, weights, and measures, the want of which has heretofore greatly encumbered the commercial intercourse of the several German states.

These two points established—the military unity and the commercial unity of Germany—and the most important steps are secured towards the consummation of German nationality.

The grand duchy of Baden is the next to the smallest of the four south German states, but her material resources are quite considerable when compared with the smallness of her territory, and form a very important contribution to the commercial wealth of Germany.

The area of the grand duchy is about 6,000 square miles, or 4,238,000 German acres, about four-fifths as large as the State of Massachusetts. This is divided as follows :

	Acres.
Garden land	40, 000
Tillage	1, 525, 000
Meadows	440, 000
Vineyards	60, 000
Pastures	300, 000
Forest	1, 411, 000
Quarries of turf, bogs, &c.	22, 000
House-lots, yards, streets, ways, and waters	440, 000
Total	4, 238, 000

This little territory is inhabited by 1,500,000 frugal, industrious, and temperate people, possessing an aggregate wealth of 1,500,000,000 of florins, or \$600,000,000, or \$400 per head. This is divided as follows :

	Florins.
Real estate	950, 000, 000
Industrial capital	260, 000, 000
Cash, stocks, bonds, &c.	240, 000, 000
Other personal property	50, 000, 000
Total	1, 500, 000, 000

The buildings of the grand duchy are insured for 373,507,150 florins, estimated at four-fifths of their value.

The agricultural stock of the grand duchy is as follows :

Horned cattle	661, 496
Sheep	177, 332
Swine	422, 158
Goats	67, 646
Asses and mules	246
Beehives	75, 111
Poultry	1, 426, 460

To the above must be added 75,197 horses, including those used in the army.

The crops for 1866 were only middling, and as no supplies could be obtained from France, where the crops were also deficient, it was found necessary to import from Hungary and Poland.

The crops of 1867 were, in general, under middling throughout southern Germany, creating a necessity for importations, particularly from Hungary.

The corn trade from Baden and Rhenish Bavaria to France and Switzerland is very considerable.

The present prices are, for wheat, 15 florins; rye, 11 florins; barley, 10½ florins the 100 kilograms.

The tobacco crop in Baden furnished in 1866 only the lower qualities of leaf. In consequence the regular business was greatly disturbed, and only a limited trade was carried on, at prices varying from 10 to 18 florins per hundred weight.

The prospects for the coming crop are much more favorable, and the result of the year is already estimated at 450,000 hundred weight.

The governments embraced in the Zollverein, with Prussia at their head, are now contemplating the imposition of a tax upon the culture of tobacco, which will in all likelihood tend to encourage the importations of foreign tobacco, as any burdens laid upon its cultivation would naturally decrease the quantity planted.

The hop crop, which is a very considerable branch of industry, and affords an important article of export to the United States, shows a very good result both as regards quantity and quality. There is already an animated business in new hops, at prices varying from 60 to 80 florins per hundred weight.

The vintage of last year proved much inferior to the average of the foregoing eight years as to quality, furnishing only the cheaper sorts of wine suitable for internal consumption, and not well adapted to export, though considerable quantities were sent to the United States at prices varying from 150 to 300 florins the 1,000 litres.

The grapes of 1867 promise a better result as to quality, but the extent of the vintage will be greatly abridged by the rot which is making its appearance in the vineyards.

The wood trade, which for centuries has been a rich source of profit to this country, and has been carried on extensively from the Schwarzwald down the Rhine to Holland, has suffered much of late by large importations from Finland and Scandinavia.

During the past year considerable capital has been invested in United States bonds, and there is a constantly increasing confidence in these securities. The amount of the investments of this kind in the grand duchy of Baden can only be approximately stated, as there are no authentic data to determine it. It is, however, estimated at nearly half a million of dollars.

Emigration to the United States continues at about the same rate as in former years. The number for the past year was, from Baden, 2,757 persons; from Rhenish Bavaria, 1,932. These numbers, however, do not include those who emigrated without permission from the government.

The railroads in Baden belong to the government. The amount of trade and transportation on these roads for 1866, compared with 1865, is as follows:

	1866.	1865.
Persons	4, 487, 742	4, 500, 207
Tons of baggage	8, 222	9, 301
Tons freight departing	700, 004	670, 776
Tons of freight arriving	718, 191	670, 108
The revenues were, in florins	11, 819, 892	10, 622, 825

The railroads of Baden cover a distance of 517.48 English miles, and employ rolling stock as follows: Five hundred and fifty-one passenger cars, with 21,440 seats; 2,135 freight cars, with a portable power of 18,100 tons, with 144 engines and tenders.

The great iron railroad bridge crossing the Rhine at Manheim has been finished within a few months past, connecting the Baden and Bavarian roads on the left bank of the Rhine. This is one of the most remarkable structures of the kind in Germany, and was completed at a cost of 1,050,000 florins, or \$420,000.

The navigation of the Rhine embraced the arrival and departure from the ports of Mannheim and Ludwigshafen of 3,030 vessels during the year, of which number there belonged to the port of Mannheim 11 steamers, 21 iron towboats, and 31 sailing vessels, with an aggregate of 18,000 tons.

The commercial operations of the port of Mannheim amounted to 602,949 tons for the year 1866; 523,646 tons for the year 1865; showing an increase of 79,303 tons during the past year.

Great encouragement is given to manufacturers by the government of Baden. There exist at present in the grand duchy 681 factories, employing 39,209 workmen. The most considerable of these factories are engaged in the manufacture of cotton and half cotton goods, gold and silver wares, tobacco and cigars, paper, chemicals, &c.

Considerable American capital is invested within the grand duchy of Baden. At Carlsruhe is a manufactory of the so-called "Gatling gun." At Bruchsal is an extensive manufactory of corsets, exclusively for the American market, established by an American house, under special encouragement from the government, which has conferred upon the proprietors important privileges, and made a liberal grant of extensive premises at a merely nominal rent. The company has already shipped to the United States goods to the amount of 105,907 florins. At Mannheim there is an American sewing machine factory; a factory for American India-rubber shoes and clothing, and a factory for American hard rubber goods.

The chief articles of export to the United States are now, as heretofore, wine, leather, glassware, cherry brandy, plum brandy, mineral waters, hardware, smoking utensils, jewelry, toys, straw plattings, &c.

The exports from October 1, 1866, to October 1, 1867, from Baden and Rhenish Bavaria to the United States have been as follows:

	Baden.	R'h Bavaria.
Fourth quarter, 1866, florins.....	291, 352	105, 319
First quarter, 1867, florins.....	218, 296	127, 726
Second quarter, 1867, florins.....	216, 890	168, 762
Third quarter, 1867, florins.....	241, 609	127, 885
	<hr/>	<hr/>
	968, 147	529, 692
	<hr/>	<hr/>
Total exports from Baden and Rhenish Bavaria, florins.....		1, 497, 840

The importations from the United States consist chiefly of petroleum, resin, cotton, logwood, clover seed, tobacco, fat, sewing machines, &c.

DECEMBER 31, 1866.

Statement showing the description and value of exports from the consular district of Carlsruhe and Manheim and Ludwigshafen agencies and Rhenish Bavaria to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.	Description.	Value.
	<i>Florins. Kr.</i>		<i>Florins. Kr.</i>
Wine, kirschwasser, &c.....	125,087 38	Cherry juice.....	2,668 45
Corsets.....	23,426 69	Snuff and snuff-boxes.....	2,213 69
Jewelry.....	17,249 12	Straw goods.....	3,395 40
Clocks.....	12,305 21	Herrings.....	1,450 00
Smoking articles.....	18,328 47	Caraway oil and oil.....	2,187 67
Leather.....	69,310 59	Hops.....	1,923 36
Glass.....	60,183 68	Buttons.....	1,110 27
Chemicals, medicinal plants, drugs, and medicines.....	16,576 53	Fancy articles.....	1,950 98
Pitch, dried herbs, &c.....	7,237 81	Musical instruments.....	6,775 75
Paper and paper boxes.....	2,505 66	Rags.....	2,516 41
Bodies.....	3,870 00	Sewing silk.....	4,963 18
		Sundries.....	9,436 07
Total for quarter ended December 31, 1866.....			396,672 37
Total for quarter ended March 31, 1867.....			346,022 00
Total for quarter ended September 30, 1867.....			369,494 00
Total for nine months.....			1,112,188 37

AUSTRIA.

VIENNA—P. SIDNEY POST, *Consul*.

DECEMBER 31, 1866.

I have the honor to report that the premium on the Austrian silver florin above the paper currency of the empire, has averaged during this quarter from 26 to 31½ per cent. * * * *

The goods exported from this consular district, during the quarter, are embraced in the following statement :

Description.	Value.	Description.	Value.
	<i>Florins. Kr.</i>		<i>Florins. Kr.</i>
Cloth.....	579,304 57	Buttons.....	90,026 01
Dress goods.....	420,867 44	Pipes and pipe stems.....	87,874 15
Glassware.....	232,789 55	Bronze ware.....	8,155 27
Gloves.....	138,055 03	Sundries.....	185,986 08
Paper.....	64,929 71		
Accordeons and jewsharps....	19,296 83	Total.....	1,836,021 27
Wines.....	8,736 63		

The new military decree of the emperor has created a sensation among the people of Austria. It requires twelve years military service from every able-bodied man in the empire, except the inhabitants of the Tyrol. Six years service in the line, and six in the reserve corps. There are to be no exemptions, except of certain medical men and priests, and no substitutes are allowed, with an insignificant exception, and it is no longer permitted to pay 1,000 florins in lieu of military service. When it was rumored that this decree was about to

be published, many hurried to pay their exemption money and acquire rights under the old law, and in some cases parents paid 1,000 florins exemption for children not yet six years old, and who would not be liable to military duty for 12 years to come.

The budget for the empire, just published, estimates the expenses	<i>Florins.</i>
of the empire for the ensuing year at	433, 896, 000
The income at	407, 297, 000

Leaving a deficit of	26, 599, 000
The deficit for the year just ended amounting to	51, 034, 000

The total deficit of	77, 633, 000
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is to be obtained from credit resources provided for by existing laws.

JUNE 30, 1867.

* * * * *

There has been shipped to the United States during the second quarter of 1867, from this consular district, goods of the kind and value, as follows :

Description.	Value.	Description.	Value.
	<i>Florins. Kr.</i>		<i>Florins. Kr.</i>
Cloth	714, 132 74	Buttons	107, 327 48
Dress goods	6, 936 74	Pipes and pipe fixtures	81, 529 98
Shawl and scarfs	98, 388 05	Other goods, such as bronze-	
Glassware	204, 384 48½	ware, jewelry, drugs, leather	
Gloves	72, 116 10	and woodenware, fancy	
Paper	30, 138 74	goods, rags, and matches..	191, 027 90
Accordeons and jewsharps...	31, 272 02		
Wines	7, 477 46½	Am't shipped during quarter.	1, 580, 735 70

During the last three months the silver florin has been at a premium varying from 22 to 33 per cent. At present exchange on the principal cities, at three months, is as follows :

On London, £10 = Austrian florins 125 10 ; on Paris 100 francs = Austrian florins 49 70 ; on Frankfort 100 South German florins = 104 75 ; on Hamburg 100 mark banco = 92 50.

SEPTEMBER 30, 1867.

The trade of Austria with the United States is constantly and rapidly increasing, though it is impossible to give a complete report of the fabrics of this country which find their way to our ports, because many are first sent to Dresden, Leipsic, Berlin, Bremen, Hamburg, and Paris, and forwarded from those places. When the advantages of purchasing Austrian fabrics directly from the country where they are produced are more thoroughly understood by importers, the services of these middle-men and the reshipment necessary will be dispensed with, and the merchants will buy from the producers here.

In some cases great care is taken by these middle-men to conceal from the purchasers in the United States the origin of the goods and the names of the firms here dealing in such goods. The manufacturers of Austria content themselves with selling their fabrics to merchants from Leipsic, Berlin, Bremen, and Paris, even when they know they are to yield these merchants a large profit in the American trade, while a little energy and enterprise would put the manufacturers themselves in direct communication with the American merchants, to the advantage of both producer and consumer.

Some of the merchants of Vienna have found it necessary to open business houses, at great expense, in Paris and other places, in order to supply a demand which could be satisfied much cheaper at the fountain head. Those American importers who have already discovered the advantages of buying these fabrics in Austria are not specially anxious to extend the information; nevertheless it is gradually extending itself.

Not only in glassware, china, gloves, leather, and bronze goods does Austria stand pre-eminent in Europe, but it supplies large quantities of cloth, certain kinds of dress goods, paper, certain kinds of jewelry, clocks, some kinds of cotton and linen goods, iron and hardware, glycerine, and the best varieties of matches, (large quantities of which are sent to America,) woodenware, scythes, pictures, and music. There are also exported an immense number of pearl and other buttons, accordeons, and jewsharps, and the superiority of the meerschaum pipes and pipe fixtures, and the elegance of the shawls and scarfs produced here, are well known.

The prize awarded at the Exposition in Paris may call public attention to the quality and cheapness of the wine of Austria and Hungary.

The glassware of Bohemia is world-renowned, and it is comparatively cheap here, where it is manufactured.

Kid and lambskin gloves are sold at retail in Prague and Vienna at a price which would astonish many who buy the same gloves in the great commercial centres of Europe. The gloves of Prague are enjoying an extensive reputation not only in America, but in most of the countries on this side of the Atlantic. More than 1,000 seamstresses are employed, and 1,000,000 pairs of gloves are manufactured annually. Bohemia furnishes kid and goat skins, said to be the finest in Europe. Lambskins are procured in large quantities in Hungary, and Servia, and are colored at Prague.

The situation of Austria, in the heart of Europe, with no direct communication by sea with the New World, and out of the line of general European travel and the influence of the great commercial centres, has prevented a just expansion of its trade. The same reasons that prevent most American travellers from visiting or learning much of this country have caused the merchants to overlook or be ignorant of the advantages offered them here; but these same reasons have made living inexpensive here, (except in the large cities, where a consumers' tax is levied,) labor cheap, and goods low priced.

The rapidity with which these facts are extending themselves among importers is shown by the rapid increase of the direct trade with the United States. In this consular district there has been invoiced during each year ended September 30 goods as follows, viz:

	Austrian florins.		Austrian florins.
In 1855.....	606,824.68	In 1864.....	2,309,813.00
In 1861.....	1,734,341.00	In 1865.....	3,089,467.00
In 1862.....	2,413,170.00	In 1866.....	7,800,984.38
In 1863.....	1,820,867.00	In 1867.....	7,254,705.55

Nearly 100 years ago the first attempt was made to send the domestic products of Austria direct to America. The experiment proved profitable, and though interrupted by the French wars, it revived again in 1815.

This trade, which used to go from Trieste, has been, by the building of railways, diverted to Bremen and Hamburg, and all the goods from the great valley of the Danube and the manufacturing district of Austria which now find their way to America go through those northern ports, except articles like rags, which are of but little value, and which seek the cheapest possible means of transportation, without regard to the time necessary to reach their destination.

CHANGES IN THE EMPIRE.

War has so recently wrought such great changes in the Empire of Austria, not only in its foreign relations and its connection with the other powers of Europe, but in its domestic policy, its area and population, that I deem it appropriate to note these changes and give some data with reference to the size and resources of the empire as it exists at present, which would otherwise have been unnecessary.

The most important change bearing upon the strength of the empire is the policy evidently adopted by the government towards the people, and the disposition of the people towards the government. A state composed of 27 distinct races, with different habits and customs, and divers creeds, without even the tie of a common language to bind them together, would hardly remain united and harmonious in its allegiance to a central government without a bond stronger than historic association. So long as Austria was at the head of the Germanic confederation, the popular opinions of the other nationalities composing the Austrian Empire might be safely disregarded when they were in conflict with the interests or feelings of the Germans; but when the Germanic connection was severed, the voice of these other races became more potent. It may be that the result of the war which effected this revolution, and which was regarded as so disastrous, will yet prove to have been of the greatest benefit, and that Austria, yielding, may become more powerful and be stronger by reason of her losses.

When Venetia, so long a bone of contention between nations, and so constantly gravitating toward the people of kindred race and language, was united to Italy, Austria was relieved of a province which had always been a burden—in war, easily attacked and hard to defend, in peace, drawing from the public treasury more than she returned.

Hungary, having been without a crowned king for 19 years, and controlled as a rebellious province, subdued by force of arms, has, under the new policy, been given a responsible ministry, and on the 8th day of June last the gorgeous ceremony of crowning the King, according to the ancient rites, was performed at Pesth, the capital, with oriental splendor, amid the plaudits of an enthusiastic nation, who hailed it as the evidence of independence re-established and liberties restored.

The policy of accommodating the government to the spirit of the age and the wishes of the people governed is evidently exerting a beneficial influence upon the hopes and temper of the inhabitants, and it is already making itself felt in the increased value of national obligations. Should sagacious counsels prevail in the future, the wealth, power, and influence of Austria, compact and secure, may far excel that of Austria with boundaries extended, unnatural, and indefensible.

THE LAWS.

Portions of the Empire have at times been almost as famous for robbery and plunder as Spain and Italy, for Hungary and Transylvania have both had their hordes of banditti; but the strong hand of government has asserted its power, and, with the exception of some of the more remote districts on the eastern border, it may be doubted whether there are many of the civilized states in Christendom in which the residents are so thoroughly and universally protected in person and property, by a vigilant execution of the law, as in Austria. Crimes are of unfrequent occurrence, and culprits are vigorously ferreted out and severely punished. In the towns and cities brawls are unknown, theft, burglary, and similar crimes are scarcely ever heard of, and pickpockets here rarely ply their infamous avocation with impunity.

At the same time the law-abiding resident, whether citizen or alien, is in no manner harassed by legal exactions, and enjoys perfect personal freedom. Every house owner is, however, required to report to the authorities the name, character, business, and last residence of every person living with him, or to whom he rents, a proceeding undoubtedly distasteful to persons of bad reputation.

THE OBSTACLES TO PROGRESS.

The jealousy of the powers of Europe, which renders standing armies necessary, with their attendant evils of forced and therefore unwilling military service, is the Pandora box from which spring most of the evils of which citizens might complain. For this reason, the principle of voluntary expatriation is rejected, and obstacles are thrown in the way of citizens leaving the country when they think they can better their condition by so doing. To support the armies in the time of peace that they may be ready for a sudden outbreak of war, vast sums are necessary, that might otherwise be used to develop the resources of the country, to pay off the national obligations, and increase the prosperity of every inhabitant. From this cause the taxes are exorbitant. Those who are compelled, as soldiers, to lead a life of indolence, or of exertion without an appreciated object, are the very ones best able physically to belong, and who ought at that age, from inclination to belong, to the producing class.

As a necessary consequence of so large a proportion of the producing classes being constantly kept in camp upon small pay, the female portion of the population are compelled to fill their places, and to perform that kind of out-of-doors labor for which they are ill fitted. Could this great source of out lay, wrong, and misery be removed, with it would go the most serious evils to the state, and wide-spread prosperity would attend so wholesome and reasonable a change.

AREA AND POPULATION OF AUSTRIA.

The Empire of Austria now consists of eighteen distinct divisions, with an area and population as follows:

Names of provinces.	Area, in English square miles.	Population. Census 1864.
Lower Austria.....	7,654	1,753,816
Upper Austria.....	4,632	719,228
Salzburg.....	2,766	147,191
Styria.....	8,670	1,087,508
Carinthia.....	4,005	342,469
Carniola.....	3,856	473,393
Maritime country.....	3,084	562,875
Tyrol.....	11,323	876,890
Bohemia.....	20,061	5,107,313
Moravia.....	8,533	1,990,755
Silesia.....	1,987	487,885
Galicia.....	30,309	5,102,074
Buckowina.....	4,035	510,634
Dalmatia.....	4,939	440,705
Hungary.....	82,828	10,684,354
Croatia and Slavonia.....	7,441	952,223
Transylvania.....	21,216	2,074,457
Military boundary.....	12,954	1,119,120
Imperial army.....	-----	550,000
	240,343	34,982,890

FACE OF THE COUNTRY.

In the surface of the country there is great variety. There are rich valleys and fertile table lands for agriculture, gentle hillslopes for vineyards, elevated grazing grounds for the stock raiser, and there are desolate plains, stretching uninviting and monotonous, and lofty ranges of mountains, rearing peaks of perpetual snow above the forests clinging to their sides. The Alps, and their wide-spreading ramifications occupy one-fourth of the Austrian dominions. Commencing at the western border on the frontier of Switzerland, and extending east into Hungary and Slavonia, and south into Dalmatia and the Littorale, they cut off the great valley of the Danube from its natural commercial outlet, the Adriatic sea. The Carpathians occupy the northern portion of Hungary, which also contains about twenty-five thousand (English) square miles of uninterrupted plain.

Only one-sixth of all the Tyrol is arable land, the rest barren rocks, snow, and ice. The ice fields alone comprise six hundred and fifty-five square miles. Of this section all the really fertile portions capable of producing corn and wine lie in the two valleys of the Inn and the Adige, and the total produce of the former falls far below the wants of the inhabitants. The Tyrol, from the elevation of a great part of its surface, is necessarily a pastoral country, and the wealth of its inhabitants lies in cattle, which furnish cheese and milk, their principal food.

A distinguished feature of the Tyrol and Styria is their extensive forests. Many of them are, however, difficult of access, rendering it impossible to bring their wealth to an available market.

The population of Austria is of very incongruous elements, having different languages, customs, and characteristics. There are thirty distinct languages spoken, besides numerous dialects.

All the paper money of the government, even the little ten-kreutzer note, (worth about four cents,) has its denomination and value printed on it in ten different languages, in order that it may circulate through the empire.

As a nation, they are pleasure-loving, fond of dress and show, and devoted to good living, caring little for politics or affairs of state.

The German portion, although so fond of music, dancing and lively sports, are, in their business habits, very slow and methodical, and unwilling to adopt new customs, even when convinced of their utility,

The Hungarians are a fierce, quick race, impatient of restraint. The peasants of Upper and Lower Austria are of a high grade, though they excel the Tyrolese only in wealth, for these latter are a constant, brave, heroic people, devotedly attached to their religion (Roman Catholic) and their sovereign.

The peasants of Hungary, not many years ago serfs, and the lower classes of Bohemia and Moravia are in a poor condition, and many of them wander about the country gipsy fashion, dirty and miserable, clad in sheepskins or misshapen garments made of coarse wool.

The people are remarkably temperate, Beer is a universal beverage, and large quantities of wine are consumed, but drunkenness is a vice almost unknown, and in the higher classes society holds it in abhorrence. Strong, intoxicating liquors are rarely used as a beverage, and never, except by the very lowest classes.

EDUCATION.

Education may be said to be universal throughout the empire. All children are required to attend school a certain number of years. The poor are instructed at the expense of the government, and restrictions are placed upon those who

have failed to go through the schools and to pursue the course prescribed by law Austria has, of the higher educational institutions :

	Number.	Professors.	Scholars.
Universities.....	7	579	7, 323
Theological colleges.....	3	24	313
Law schools.....	11	72	1, 285
Schools of engineering.....	8	220	3, 127
Surgical schools.....	6	69	714
Commercial colleges.....	4	79	1, 149
Schools relating to mining and forests.....	4	40	433
Agricultural colleges.....	1	9	140

There are of the theological and middle schools :

	Number.	Students.
Theological.....	83	3, 178
Classical and scientific.....	307	74, 577

OTHER EDUCATIONAL INSTITUTIONS.

	Number.	Pupils.
Agricultural schools.....	28	1, 191
Nautical schools.....	7	132
Mining schools.....	5	140
Military academies.....	3	619
Military special institutes.....	8	702
Cadet institutes.....	4	696
School associations, military.....	8	891
Military schools for education.....	9	1, 442
Common schools.....	29, 192	2, 746, 317

Of the common schools, there are :

German.....	7, 431	Servo-Croatian.....	1, 085
Bohemian.....	3, 254	Magyarian.....	5, 507
Polish.....	205	Jewish.....	990
Ruthenian.....	984	Roumanian.....	2, 759
Slavonian.....	357	Mixed, and other schools.....	6, 620

The common schools are divided thus among the several creeds :

Latin Catholic schools.....	18, 354	Greek oriental schools.....	1, 717
Greek Catholic schools.....	3, 897	Jewish schools.....	427
Protestant schools.....	3, 890	Mixed schools.....	907

There are 93 normal schools, which furnish a supply of teachers for the common schools.

Although nearly all the inhabitants read, write, and understand the elements of arithmetic, and something of geography, they cannot be called a well-informed people. History is but little understood, and the knowledge of events transpiring in the world but slowly makes its way among them.

Newspapers have not here become the great agency for instructing the people. Papers are numerous, but they furnish comparatively little news, a single copy of a daily newspaper of the United States containing five times as much matter relating to the current events of the day as will be found in the largest paper published in the imperial city of Vienna.

The eleemosynary institutions of the empire are numerous and well appointed.

There are 17 insane asylums, and the same number of foundling hospitals.

The expenses of the foundling hospital for a year, according to the latest report, amounted to 284,212 florins for children in their care, and to 1,193,758 for those nursed outside of the hospitals.

There are 16 institutions for the instruction of midwives.

The hospital at Vienna receives annually 30,000 patients, and it doubtless affords a better opportunity for medical students to study their profession than any other in the world.

Among those coming here to profit by the advantages this hospital offers, there are usually from 25 to 30 members of the medical profession from the United States.

AGRICULTURE.

The cultivation of the soil is the most important interest in the empire, and engages the greater proportion of the inhabitants.

The arable, productive level ground amounts to 133,571,957 acres; distributed thus: tilled lands, 47,751,478; meadow and garden, 20,325,210; pasture, 21,424,799; forest, 44,070,470.

The latest annual statistics show the following variety and value of agricultural products—

	Florins.
82,106,960 bushels of wheat.....	170,000,000
25,350,000 bushels of inferior grain.....	39,400,000
109,035,420 bushels of rye.....	146,800,000
84,429,020 bushels of barley.....	87,400,000
168,229,360 bushels of oats.....	113,200,000
72,798,440 bushels of corn.....	83,000,000
16,445,390 bushels of buckwheat, millet, &c.....	20,400,000
567,600 hundred weight of rice.....	4,800,000
8,287,760 bushels of beans, lentils, &c.....	15,500,000
201,958,380 bushels of potatoes.....	50,000,000
65,632,600 hundred weight of cabbage.....	28,000,000
21,081,000 hundred weight of sugar beet.....	8,600,000
16,900,000 bushels of turnips.....	2,600,000
33,169,630 bushels of cattle turnips.....	7,000,000
2,956,800 hundred weight of flax and hemp.....	50,400,000
3,863,340 bushels of flax and hemp seed.....	10,000,000
111,100 hundred weight of olive oil.....	2,800,000
2,028,000 bushels navew seed.....	10,200,000
1,232,000 hundred weight of tobacco.....	10,500,000
246,400 hundred weight marketable plants.....	2,100,000
437,800,000 hundred weight of straw.....	93,400,000
399,300,000 hundred weight of hay and meadow.....	227,000,000
222,200,000 hundred weight of mixed clover and cattle food.....	157,500,000
66,000 hundred weight of hops.....	5,000,000
17,248,000 hundred weight of vegetables.....	19,600,000
14,547,500 hundred weight of fruits.....	10,300,000
414,519,280 gallons of wine.....	140,000,000
24,942,924 cords of wood.....	52,000,000
Forest productions.....	16,000,000
1,183,700,000 gallons of milk.....	127,000,000
18,800,000 head of young cattle.....	40,000,000
19,342,400 hundred weight of beef and fat.....	190,000,000
12,000,000 hides and skins.....	26,000,000
739,200 hundred weight of wool.....	56,700,000
616,000 hundred weight of honey and wax.....	11,000,000
200,000,000 dozen of eggs.....	10,000,000
60,000,000 dressed poultry.....	10,500,000
1,760,000 hundred weight of game.....	25,000,000
1,595,000 hundred weight of fish.....	21,000,000
Aggregate.....	2,100,700,000

The average price of grain at Vienna is now; wheat, per bushel, in United States gold, \$1 42; rye, \$1; corn, 80 cents; barley, 70 cents; oats, 46 cents.

The great drawback to the improvement of the agricultural resources of Austria is the manner in which the lands are held. Great landed proprietors own gigantic estates which yield them little or no income. Were these lands divided among small proprietors who would cultivate their own farms, they would not only enrich those who sold the estates but also those who bought them, and the productions of the nation would be vastly increased.

WINE.

Next to France Austria is the greatest wine producing country in the world; its yearly production being more than 400,000,000 gallons.

Although the wine of this country has not attained such celebrity as that of France, yet it does not seem to be on account of an inferiority in the product. The wine is as remarkable for its cheapness as its quality, and the exportation of comparatively small quantities, is, apparently, on account of a lack of enterprise in introducing it into foreign countries, and an inclination on the part of those engaged in the exportation to send inferior qualities of wine.

The trade with the United States ought to be in the hands of those who are not so anxious to realize immense profits on their shipments, as to supply the market with that quality which would build up a healthy commerce in the article. Wine that does not find a market here cannot well afford to pay the duties and find a market in the United States.

The Austrian champagne is well worth the attention of American importers, and perhaps the fact that it received the prize at the Paris Exposition may have some effect in calling general attention to it. The Paris Moniteur excuses the result of the Exposition by saying that it is much to be regretted that the great brands of French champagne were not exhibited, and that the inferior ones, though they have sent some valuable kinds, did not gain a single gold medal.

That paper does not, however, dispute the good qualities of the Austrian champagne.

The grape crop for 1867 is exceedingly fine, and gives promise of producing more wine than any crop gathered during the last 20 years.

BET ROOT SUGAR.

There is no industry of Austria which ought to interest the United States so much as the production of sugar from the beet root. The United States appears to be, in every respect, as well, and in many respects much better, adapted for its production than this country. Beets containing a large amount of saccharine matter can be abundantly and cheaply raised in all the northern States, and especially in the northwest, and if the great profit of converting them into sugar was fully understood, there would be plenty of capital for the supply of the necessary machinery.

The machinery is expensive, and it requires a large amount of capital to commence operations, but it is doubtful whether there is any branch of industry which would so well repay capital and enterprise. The business cannot well be conducted on a small scale, and this disadvantage has doubtless hitherto prevented its being generally adopted in the United States. But when it shall have been given a fair trial, it must become a very important interest.

The growth of the manufacture of sugar is as wonderful as the history of the legislation on this subject in Europe is interesting. The embargo of Napoleon, which forced on France the production of sugar, proved to Austria how beneficial the industry would be to this empire, but the first factories were not built until 1830.

In 1830 there were two factories; in 1851 100; in 1861 125; in 1862 130; in 1864 136; and in 1866 140.

There is a tax levied upon the beets before they are manufactured into sugar, and by this means the exact quantity consumed is known.

Table showing the quantity of beets converted into sugar during the following years:

BEETS USED.

	Cwt.		Cwt.
In 1851.....	5,411,770	In 1861.....	17,682,594
In 1853.....	6,387,319	In 1862.....	17,112,066
In 1855.....	7,989,390	In 1863.....	21,080,121
In 1857.....	11,892,941	In 1864.....	18,288,911
In 1858.....	15,681,114	In 1865.....	24,197,127
In 1859.....	21,017,574	In 1866.....	21,081,368
In 1860.....	18,511,909		

The decrease of 1862 and 1864 is explained by bad harvests—that of 1860 and 1866 was occasioned by the wars progressing in those years.

In 1866 the 140 sugar manufactories used: machines for cutting beets, 223; cylinders for maceration, 44; juice centrifuges, 82; juice presses, 966; refining kettles, &c., 757; evaporation apparatus, 267; pans, 175; Spodumene filters, 1,567.

During the last sugar campaign there were consumed:

Coal	cwt..	10,664,614
Coke	do ..	64,235
Peat	do ..	1,123
Wood	cords..	6,041
Spodumene for filtering.....	cwt..	678,290

During the campaign and part of the time during the rest of the year there were employed in the sugar manufactories, 25,027 males, and 14,478 females.

The daily wages of the laborers vary from 20 kreutzer to 1 florin per day, and there were paid during the year over 3,500,000 florins on account of wages.

While in 1851 but five per cent. of sugar was obtained from beets, in 1861, by the improvement in the machinery, the manufacturers were enabled to obtain 6½ per cent., and in 1866 they succeeded in obtaining 7½ per cent.

The pure sugar obtained from these beets equalled, in 1851, 27,058,850 pounds; in 1861 115,059,636 pounds; in 1866 158,109,887 pounds. At an average value of 30 florins per centner, the amount realized from the last campaign equals 36,407,000 florins; or, if we take the Austrian florin at its present value and reduce the quantity to American measures, the sugar will be worth \$9 75 in gold per hundred weight, and the whole yield be worth, in gold, \$14,562,800.

The government tax upon the beet is 40.9 kreutzer per centner for fresh beets, and 2 florins 25½ kreutzer per centner for dried ones.

The government tax on beet amounted—

	Florins.		Florins.
In 1850.....	153,377	In 1864.....	6,030,097
In 1861.....	5,639,202	In 1865.....	7,926,202
In 1862.....	5,587,838	In 1866.....	6,116,589
In 1863.....	6,989,838		

By this increased manufacture the commercial proportions between the exports and imports of this article have been entirely changed, as is shown by the following tables :

*Imports and exports of sugar into and from Vienna—centner.**

Year.	Imports.			Year.	Exports.		
	Refined.	Powdered.	Molasses.		Refined.	Powdered.	Molasses.
1830.....	2, 213	400, 039	583	1850.....	267	7	.....
1840.....	5, 280	529, 600	661	1853.....	18	.....	.....
1850.....	35, 005	654, 608	92	1858.....	30	8	.....
1855.....	35, 028	770, 981	142	1860.....	10, 757	1, 359	.....
1860.....	4, 656	36, 410	27, 004	1861.....	155	1, 820	.....
1861.....	9, 951	31, 716	35, 710	1862.....	.....	587	.....
1862.....	31, 280	131, 692	31, 762	1863.....	.....	736	.....
1863.....	13, 418	23, 845	27, 752	1864.....	47, 673	39, 245	.....
1864.....	3, 940	3, 841	31, 662	1865.....	110, 812	363, 144	.....
1865.....	2, 380	526	29, 180	1866.....	183, 631	34, 056	.....
1866.....	1, 848	422	20, 612				

* A centner nearly equals 123½ pounds.

During the first six months of 1867 nearly 700,000 centner were exported.

Thus, it may be seen that 36 years ago all the sugar used in the empire was imported. Now the importation of sugar has ceased, and it has become an article of export, and is no inconsiderable item in the balance of trade.

The duty on the importation of sugar was reduced in 1855 and in 1862, and the interruption in the steady decrease of the import and increase of export is owing to this cause.

The heavy tax on the beet before converted into sugar operates as a tax on the sugar. When sugar became an article of export there was a certain recompensation fixed, which, in 1860, equalled 5 florins and 16 kreutzer per centner on refined sugar, and 4 florins and 20 kreutzer on powdered sugar.

In 1864 this recompensation was realized to—

	Florins. Kr.
On refined sugar, per centner.....	5 51
On powdered sugar, per centner.....	5 30

The continued import of molasses is explained by the fact that the molasses obtained from the beet is not fit for common use, but is used for producing spirits.

Comparing the incomes from customs duty and the tax on the production of sugar, we find not only that the proportion between the export and import has changed, but that there is a considerable increase in the consumption at home. Giving the income in round numbers, we have—

Year.	From customs duties on imports.	From internal revenue tax.
	<i>Austrian florins.</i>	<i>Austrian florins.</i>
1850.....	5 300 000	150, 000
1852.....	5, 900, 000	500, 900
1855.....	6, 600, 000	1, 100, 000
1858.....	3, 600, 000	4, 100, 000
1860.....	400, 000	5, 100, 000
1861.....	400, 000	5, 800, 000
1862.....	1, 409, 000	5, 600, 000
1863.....	800, 000	7, 000, 000
1864.....	200, 000	6, 000, 000
1865.....	100, 000	7, 900, 000
1866.....	100, 000	6, 100, 000

Notwithstanding the diminished customs duty on sugar by the increase of the amount realized from the internal revenue sugar tax, the total result has grown larger, thereby showing that the domestic consumption must have been increased.

The expense of the manufacture of sugar during the last year was—

	Austrian florins.
Cost of the beets.....	3,414,000
manufactured sugar.....	2,582,000
molasses.....	72,700
spodumene.....	3,844,600
coal.....	2,601,100
wood.....	53,600
peat.....	10,800
coke.....	1,200
wages.....	3,500,000
tax.....	6,116,600
Total expenses.....	22,196,600
Value of the sugar produced.....	36,407,000
For interest, profit, &c.....	14,210,400

Thirty-nine and three-tenths per cent. of the entire income therefore remains for interest on the capital and profit of the business.

“DIFFUSION.”—NEW INVENTION.

The new process recently invented by Mr. Julius Robert, a sugar manufacturer of Seelowitz, Austria, is working a complete change in the manufactories here, and will doubtless exert a great influence on an extended introduction into the United States. This process is known as “diffusion,” and is adapted to extracting the crystalline sugar from either sugar-cane or beet-root.

Without entering into an extended description of this invention, I may say that the process differs radically from the old methods, their leading principle being to obtain the juice contained in the cane or beet-root, and to this end they employed repeated grinding and maceration or powerful pressure.

Mr. Robert’s “diffusion process” does not aim at obtaining the juice contained in the cells of the cane or beet-roots, but to extract only the crystalline sugar contained in that juice, and to leave whatever else it contains in the cells. To accomplish this purpose the sugar-cane or beet-roots are cut into small slices, and put into a number of vats, which are connected by pipes running from the bottom of one vat to the top of the next succeeding. Water of a certain temperature, and of a quantity proportioned to the weight of the cane or beet-roots in the vats, is mixed with the material in the first vat and allowed to remain until it takes up a portion of the saccharine matter, or, so to speak, until the sugar in the vat is equalized between the water and the cane or beet-root. That is to say, if the beet-root contains eight per cent. of saccharine matter, the water will take up four per cent. This water is then forced by hydraulic pressure into the second vat filled with the beets. It already contains four per cent. of sugar, but the beets having eight per cent. it will again equalize itself, and when forced into the third vat, will contain six per cent. of saccharine matter. In this way the water becomes more and more impregnated with saccharine matter, until it contains almost as much as the beet itself.

To return to the first vat, we find that the first application of water extracted one-half or four per cent. of the sugar. When this water was forced into the second vat the fresh water, which forced it out and supplied its place, extracted two per cent. more before the saccharine matter became equalized between the

water and the beets. This water is then forced into the second vat, and the fresh water which supplies its place finds the beets containing but two per cent. of saccharine matter, and the next filling finds but one per cent., and in this way the sugar is extracted to within one-half per cent.

It is said that by this process the raw material is much purer than when extracted by any other method—that from the same beets one-half per cent. more crystalline sugar is obtained than by the application of pressure. The expenses for cloth and the cleaning and renewing it are entirely done away, the expense for motive-power and machinery are considerably reduced, and the expense of manual labor is much less, requiring but one-quarter of the number of laborers necessary for the pressing purpose.

In the United States, where labor is so expensive, this innovation must prove of incalculable importance. The only thing required in this new process, not necessary in the old is an additional supply of water, an article tolerably plenty and cheap wherever this manufacture is likely to be introduced in our country.

That this process is really the great improvement claimed no longer admits of dispute. Mr. Robert has thoroughly tested it in his factory and has adopted it, as also six other factories—two in Austria, two in Prussia, one in Russia, and one in Bavaria.

LIVE STOCK.

The horses of Austria are remarkably fine; and Hungary furnishes many of the artillery and cavalry horses for the armies of Europe. During the last year France has purchased many thousand horses in Hungary for military purposes.

Hungary alone has over a million and a half of horses, nearly 4,000,000 cattle, 16,000,000 sheep, and 3,000,000 swine; and its extensive plains furnish for these flocks and herds abundant range and pasturage.

There are in Austria—

Horses.....	3, 389, 876
Cattle.....	13, 660, 322
Sheep.....	16, 573, 459
Swine.....	7, 914, 865

During the first three months of 1867 there were exported—

Oxen and bulls.....	29, 491
Cows and young cattle.....	6, 586
Calves.....	10, 523
Sheep and goats.....	27, 777
Hogs and pigs.....	58, 541

These were mostly taken from Upper Austria, Bohemia, and Galicia.

THE RINDERPEST.

This disease has made its appearance at a few places in the empire, but is not generally prevalent. On August 1, 1867, the rinderpest was in six parishes of four different districts, and also in three puszten of two other districts in Hungary. In these places 1,181 cattle were diseased; of these, 380 died, 7 were killed, 692 recovered, and the remainder were still under medical treatment.

The necessary police and sanitary regulations were strictly enforced, and the borders of the districts where the disease prevailed watched and controlled by a military force.

In Bulgaria the disease has been in two districts, but at this date has entirely ceased.

There are still some evidences of it in another district, where 64 cattle had been diseased, of which 40 died, 6 recovered, and 18 remained under medical treatment.

TOBACCO.

The cultivation of tobacco is entirely under the control of the government, and a license is required, in which the amount of land destined for its culture must be given.

The number of plants are counted by inspectors before the crop is cut, and, after the harvest, the tobacco is carried to storehouses, with the exception of a certain portion which belongs to the producer.

The import of tobacco in 1866 was—

	Cwt.
Raw tobacco.....	65, 694
Manufactured.....	3, 095

The export—

Raw tobacco.....	139, 269
Manufactured.....	405

The reason of the great difference in the amount of the two kinds exported is, that the producer exports his portion of his crop in the raw state; for the manufacture of tobacco is entirely in the hands of the government, and for this purpose there are 22 large factories in the empire, and they manufactured last year as follows:

	Cwt.
Snuff.....	64, 002
Smoking tobacco.....	629, 138
Cigars.....	122, 366

The number of cigars made was over eleven hundred millions.

Tobacco and cigars are sold only by authorized agents of the government, who receive a small commission. There are 497 principal dealers and 74,209 salesmen.

These positions are generally given to pensioned officers of the army or to the widows of officers who have been killed in the service.

In 1866 the amount sold was:

		Florins.
Snuff.....	50, 807 cwt. for.....	4, 840, 521
Smoking tobacco.....	623, 443 cwt. for.....	23, 936, 350
Cigars, about.....	108, 000 cwt. for.....	23, 540, 535
Total.....	782, 894 cwt. for.....	52, 317, 406

The above mentioned quantity comprises 989,460,802 cigars, and there were also sold, of foreign cigars, 8,761,443.

The following table shows the consumption of tobacco during the years mentioned:

Date.	Cigars.	Tobacco.	Snuff.
		Cwt.	Cwt.
1841.....	55, 200, 000	41, 404	67, 244
1847.....	190, 000, 000	70, 517	74, 228
1851.....	484, 200, 000	90, 387	82, 850
1855.....	871, 200, 000	53, 651	88, 216
1861.....	873, 621, 000	20, 423	66, 550
1865.....	969, 341, 314	43, 392	59, 596
1866.....	989, 460, 800	49, 238	50, 618

Foreign cigars.—1866, 8,761,443.

The consumption of snuff and smoking tobacco has diminished in the last decennium, while that of cigars has constantly increased.

The expenses of conducting this monopoly for a year are :

	Florins.
Administration	626, 317
Purchase of material	9, 213, 950
Freight	645, 408
Cost of manufacture	*3, 779, 066
Other expenses	347, 195
Commissions in selling	1, 718, 700
Total	16, 330, 636
The sales being	52, 317, 406
After deducting the expenses, there is a profit remaining for the government on these sales of	35, 986, 770

The cost of production and the selling price are as follows :

	Production.	Selling price.
	Florins. Kr.	Florins. Kr.
Snuff, one German pound	0 25	1 18
Smoking tobacco, one German pound	0 25	0 48
100 cigars	1 00	2 45

MANUFACTURES.

The manufactures are not confined to large towns, nor carried on by an exclusive class. Although there are many large factories for some fabrics, yet most of the articles of merchandise have their origin among workmen scattered in the towns and villages of the empire ; though the result of their labor speedily finds its way to a market in the large cities.

The beautiful glassware of Prague is collected from many a town in Bohemia, and villages and hamlets furnish their quota of gloves and of bone and pearl buttons for export. Some of the peasants, whose chief occupation is agriculture, fill up the interval not needed for their crops in the fabrication of articles of merchandise. Of manufactures of this character it is quite impossible to gather statistics.

At Vienna there are large manufactories of leather and bronze goods, a kind of work here brought to great perfection and beauty.

There are also very extensive shawl and scarf factories, which send their superb fabrics to America as well as throughout Europe.

The manufacture of scythes is in a high state of improvement. There are 120 scythe works in Austria, and about 7,000,000 scythes and sickles are annually fabricated, and many are exported—some sent to the United States.

The woollen manufactories were first commenced about the end of the seventeenth century at Linz. After they were thoroughly established, the bad economy of the company, in the erection of extravagant and unnecessary buildings, threatened the undertaking with ruin. To prevent the work being suspended and the great injury to the workmen and to the many who were interested, the government took the business under its own management and held the privileges which it had heretofore granted to individuals.

When the peculiar privileges to this manufacture were abolished the workmen scattered over the monarchy and laid the foundation of the manufactories in Moravia and Lower Austria.

The manufacture of woollen goods in Austria has increased greatly, and the

quantity fabricated been more than doubled during the last ten years. A large proportion of the wool used is grown within the limits of the empire, which produces nearly 86,000,000 pounds annually.

The goods manufactured consist not only of woollens of a cheap quality and middling cloth, but of fine, plain, and fancy cloth. Besides the regular factories in Hungary, Transylvania, and Galicia, a great deal of the wool is spun by the country females on very primitive hand-loom.

In the vicinity of Reichenberg, which is one of the largest manufacturing centres, smooth black and colored cloths are mostly fabricated, for which Hungarian, Bohemian, Moravian, Russian, and Australian wool is used. There are 12 factories, besides 1,559 master workmen, each employing journeymen. The number of hand-loom is 2,400, that of mule jennys 110, and of men engaged about 5,000, while the goods produced amount to 18,000,000 florins annually. The wages per week are about 1 florin 30 kreuter for a hand spooler, 2 florins for a machine spooler, 2 florins 70 kreutzer for a shearer, 4 florins 40 kreutzer for a weaver, 6 florins 70 kreutzer for an overseer.

These factories have been mostly occupied in supplying the domestic want, but are commencing to export. The goods are sent to Italy, Greece, the Orient, and, in large quantities, to America.

The factories at Brünn, in addition to plain cloth, are extensively engaged in the manufacture of fancy stuffs, and supply not only the entire inland market with such goods, but also furnish them in not inconsiderable quantities to the Danube principalities, the Orient, and America.

Moravian and Russian wool is used, but the principal kind is Hungarian. The number of mule jennys has increased threefold during the last 10 years and is continually growing larger, but the weaving is, as yet, mostly done on hand-loom.

There are at Brünn, together with the cities of Iglau, Namiescht, Lomnitz, and Rausnitz 116 factories for woollen goods, 106 sheep's-wool spinners, 95 finishers, and 36 fullers, the whole of which employ 28,400 men.

The extension of this branch of industry is shown by the following table:

	1851.	1866.
Number of spindles.....	116, 000	211, 000
Consumption of wool, pounds.....	9, 880, 000	19, 760, 000
Produce value, florins.....	18, 000, 000	68, 000, 000
Men employed.....	16, 000	28, 400

Fifteen thousand of these workmen are engaged in Brünn. The wages paid per week are from 2 to 6 florins for males, and 2 to 4 florins for females.

The most important place for exportation of Brünn cloth is America, as she buys goods to the value of from 2 to 2½ million florins, the fine cloth going to the United States and the cheaper qualities to South America.

The principal seats of the Silesian fabrication are Bielitz, Troppau, and Zalgernsdorf, where cheap, smooth cloths, out of Russian wool, are mostly manufactured, and are partly consumed at home and partly sent to the Orient.

The value of the goods manufactured amounts to 14,000,000 florins annually. Here, as well as in the western part of Bohemia, are made the ordinary cloths for the use of the army, amounting yearly to 1,500,000 ells, valued at 5,000,000 florins.

In the whole empire of Austria there are eight comb yarn spinning mills, with 55,000 spindles, and 221 carded yarn spinning houses with 500,000 spindles, out of which more than 100,000 spindles are used in handwork by the cloth-makers.

The total number of looms engaged are about 15,000 hand and mechanical, employing 420,000 men, and manufacturing goods to the value of 150,000,000 florins annually.

COMMERCE.

The export of the last year was greater than the year before, and the import less. The receipts from customs duties was considerably less, and it is probable that the present year will show a still greater decrease in receipts.

Table showing the values of the principal articles of import and export during the year 1866.

Tariff classification.	Value in Austrian currency.	
	Imports.	Exports.
	<i>Florins.</i>	<i>Florins.</i>
Colonial ware and southern fruits	18,876,335	3,785,979
Tobacco and its manufactures	3,795,880	1,936,035
Garden and fruit products	11,956,594	46,695,658
Cattle	9,907,756	11,518,941
Animal products	10,859,763	7,103,755
Fats and oils	10,613,142	7,047,678
Drinks and food	1,585,761	5,984,625
Fuel, building and manufacturing materials	6,269,304	26,548,967
Medicines, chemicals, perfumery, &c	12,398,904	4,337,543
Metals, raw and partly manufactured	29,234,981	53,135,135
Weaving and textile stuff	80,903,727	51,027,756
Yarns	20,344,850	6,482,370
Woven and worsted fabrics	16,561,835	50,643,706
Paper, bristles, straw ware, &c	866,819	7,537,875
Leather and its manufacture, and rubber	5,246,240	6,979,041
Glass, wooden, and earthenware	2,314,136	17,580,155
Metal manufactures	3,275,607	9,023,193
Vehicles and vessels	11,020	3,159,580
Instruments and machines, and fancy goods	6,077,884	40,220,748
Chemical products and matches, &c	2,167,103	5,418,855
Works of literature and art	5,303,230	2,734,990
Refuse	69,342	956,146
Imports and exports of Dalmatia	7,127,906	5,248,796
Total	265,768,029	375,107,527
CUSTOMS DUTIES COLLECTED IN 1866.		
Colonial ware and southern fruits	4,454,553	.....
Tobacco and its manufactures	23,635	.....
Garden and field products	332,254	.....
Cattle	638,087	.....
Animal products	89,815	126,891
Fats and oils	655,308	.....
Drinks and food	408,864	.....
Fuel, building and manufacturing materials	7,232	.....
Medicines, chemicals, perfumery, &c	203,997	.....
Metals, raw and partly manufactured	127,533	.....
Weaving and textile stuffs	27,390	.....
Yarns	800,370	.....
Woven and worsted fabrics	1,134,887	.....
Paper, Bristol ware, &c	65,284	.....
Leather and its manufactures, &c	156,243	.....
Glass, wooden, and earthenware	91,253	.....
Metal manufactures	187,484	.....
Vehicles and vessels	294	.....
Instruments and machines, and fancy goods	263,667	.....
Chemical products	133,514	.....
Works of literature and art	9,747	.....
Refuse .....	.....	122,875
Customs duties of Dalmatia	208,950	.....
Total	10,020,361	249,766

The exports and imports of 1865 compared with 1866, in Austrian currency.

Year.	Imports.	Exports.	Customs receipts.	
			Import.	Export.
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
1865	274,597,413	364,406,975	12,564,433	292,019
1866	265,768,029	375,107,527	10,020,361	249,766
Decrease	8,829,384	.....	2,544,072	42,253
Increase .....	.....	10,700,552	.....	.....

The receipts from customs for this year will probably be less than last year. In the first quarter of 1866 the receipts for customs amounted to 3,209,000 florins, while in the corresponding time of 1867 the amount received was 2,610,000 florins, showing a decrease in one quarter of 599,000 florins. This deficiency has mostly been occasioned by a falling off in the importation of southern fruits, molasses, herrings, and prepared fish, hogs, iron, half products, paper, leather, glass, china, and fancy goods.

GENERAL REVIEW OF COMMERCE ON THE DANUBE.

Number of loaded vessels of all nationalities leaving the Danube since 1847.

Year.	Merchant vessels.	Steam packets.	English tonnage.
1847	2,027	36	249,923
1850	1,449	40	222,825
1851	2,102	52	309,322
1852	2,422	54	366,868
1853	2,450	40	336,867
1854	680	.....	112,707
1855	2,919	9	496,866
1856	2,110	101	335,197
1857	1,797	141	275,048
1858	2,358	150	344,128
1859	2,542	162	381,880
1860	3,288	203	538,099
1861	2,902	183	450,770
1862	2,842	173	450,014
1863	2,891	208	519,332
1864	3,330	118	585,894
1865	2,558	118	442,229

Number of vessels, according to nationalities, leaving the Danube.

Year.	Austrian.		French.		English.		Grecian.		Italian.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1856	239	46,035	34	4,078	161	32,046	996	157,821	99	13,136
1857	146	24,702	28	3,944	168	28,912	872	108,235	125	16,760
1858	116	21,018	95	14,964	244	43,823	1,018	114,844	167	25,838
1859	117	25,023	20	3,886	278	65,106	1,132	124,853	143	21,812
1860	186	46,516	33	6,916	374	96,737	1,354	163,764	237	39,878
1861	168	42,452	14	2,850	249	68,202	1,236	140,804	273	47,623
1862	159	44,503	25	4,582	228	70,451	1,192	142,301	251	47,931
1863	225	61,744	30	5,197	247	73,533	1,245	161,711	368	81,237
1864	268	71,699	27	5,569	281	87,224	1,527	200,982	375	87,009
1865	166	40,442	6	1,425	213	64,155	1,182	158,290	254	65,415

Year.	Turkish.		Wallachian.		Dutch.		Russian.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1856	125	13,661	119	8,946	104	9,817	8	946
1857	220	25,912	124	11,519	27	3,128	12	1,385
1858	302	30,827	130	10,519	66	7,869	25	3,288
1859	459	44,579	182	13,958	60	7,039	27	3,676
1860	703	70,145	148	13,394	40	4,800	48	7,409
1861	578	52,434	124	10,016	42	5,055	57	8,292
1862	629	46,820	124	10,728	38	4,983	63	8,550
1863	486	41,962	67	7,912	30	4,152	91	12,143
1864	500	44,612	60	6,479	19	2,797	116	17,212
1865	473	41,276	47	5,508	5	715	111	12,132

Besides these there were some from the United States, Belgium, Brazil, Denmark, Prussia, and other nations.

Shipwrecks on the Lower Danube.

Year.	Total No. of shipwrecks.	Total No. of ships leaving the Danube.
1855	36	2,928
1856	26	2,210
1857	18	1,938
1858	10	2,508
1859	22	2,704
1860	16	3,491
1861	12	3,084
1862	14	3,015
1863	6	3,099
1864	4	3,448
1865	7	2,676
Aggregate	171	31,101

It will be seen from the above that the navigation of the Danube is being better understood, and that the risk and loss is yearly decreasing. In 1855 the proportion of the shipwrecks to the vessels sailing was 1 to 81; but this proportion has steadily decreased; and 10 years thereafter, it was but 1 to 382.

RAILROADS.

There are now 4,050 English miles of railroads completed and in use in Austria. In 1864 there were but 3,870 miles of completed railroad, and at the

close of 1865, 3,988. There is one mile of railroad to every 59 square miles in the empire. In losing Venetia, Austria lost 226 miles of railway.

All the Austrian roads are joint-stock companies. Some of them are guaranteed by the government to pay five and two-tenths per cent. dividend on some fixed sum, or the amount expended in building the road. The railroad capital guaranteed by the government is over 271,000,000 florins, and the annual guarantee on 995 miles of railroad is over 14,000,000 florins.

These railroads transport over 12,000,000 of persons annually. Of these the Südbahn-Oester. Staatsbahn carries about 2,000,000, the Kaiser Ferdinand Nordbahn about 1,700,000, and the Kaiserin Elizabeth Westbahn about 1,250,000. The goods forwarded in a year amount to 43,000 tons of luggage, 60,000 tons of goods, carried by post trains, and over 110,000 tons of general freight.

Table showing the length, capital, and rolling stock of the several railroads.

Name of the road.	Length in English miles.	Capital.	Rolling stock.		Freight cars.
			Locomo- tives.	Passenger cars.	
		<i>Florins.</i>			
Südbahn Gesellschaft	1,112	150,000,000	451	957	8,147
Oester. Staatsbahn	822	80,000,000	570	896	6,314
Kaiser Ferdinand Nordbahn	389	58,599,415	216	384	5,735
Theiss Bahn	362	40,000,000	154	145	1,315
Kaiserin Elizabeth Westbahn, (main line)	249	65,000,000	180	437	2,386
Carl Ludwig Bahn	224	54,000,000	134	104	1,501
Böhmische Westbahn	120	12,000,000	54	80	800
Süd- und Nord-Deutsche Verbindungsbahn	122	15,000,000	80	88	500
Turnau-Kraluper Bahn	54	7,000,000	.....	.....	.....
Bustehraider Bahn	51	2,400,000	8	10	152
Pressburg-Pyrnauer Bahn	40	500,000	.....	21	158
Fünfkirchen-Mohacser Bahn	38	6,803,072	16	10	264
Other roads	326	.....	36	40	525
Horse railways	141	.....	.....	.....	.....
Total	4,050	.....	1,899	3,172	27,797

Table showing the cost, annual income, expenses, and dividends of the principal railroads since 1860.

Name of railroad and length in English miles.	Year.	Cost of road.	Annual in- come.	Annual ex- penses.	Per cent. of expense to 100 florins of income.	Dividends, in- cluding in- terest.
		<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>		<i>Francs.</i>
Staatsbahn, 822 miles	1860	.....	.....	.....	43.15	35
	1861	.....	21,835,264	8,519,509	39.02	33½
	1862	.....	18,652,064	7,496,674	40.19	25
	1863	136,395,443	16,325,037	6,364,093	38.98	25
	1864	137,710,810	17,930,352	6,482,623	36.15	25
	1865	138,934,085	19,263,881	7,330,428	38.00	25
	1866	140,239,138	21,941,964	7,212,297	32.87	35
Nord Bahn, 389 miles	1860	.....	15,530,316	5,687,015	36.60	157.50
	1861	.....	16,529,781	5,984,270	36.10	157.50
	1862	.....	15,662,416	6,353,630	40.50	132.50
	1863	77,493,229	15,074,942	5,758,612	38.10	132.50
	1864	78,491,464	17,343,969	5,872,610	34.70	146.25
	1865	79,433,331	16,270,689	5,183,043	32.80	132.50
	1866	80,059,876	16,437,809	5,771,246	31.82	137.50
Theiss Bahn, 362 miles	1860	.....	.....	.....	49.90	5
	1861	.....	3,533,874	1,749,022	49.50	5
	1862	.....	2,904,851	1,675,132	56.66	5
	1863	42,114,266	2,638,279	1,579,902	58.70	5
	1864	42,143,506	2,813,963	1,557,266	55.00	5
	1865	42,148,508	3,141,001	1,549,357	49.10	5
	1866	42,149,579	4,313,923	1,644,281	38.11	5

Table showing the cost, annual income, expenses, &c.—Continued.

Name of railroad and length in English miles.	Year.	Cost of road.	Annual income.	Annual expenses.	Per cent. of expense to 100 florins of income.	Dividends, including interest.
		<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>		<i>Per cent.</i>
Elizabeth Bahn, (main line,) 249 miles.	1860	.....	.....	.....	50.12	5
	1861	.....	4,863,440	2,696,715	44.24	5
	1862	.....	5,276,412	2,346,949	44.48	5
	1863	70,206,253	4,817,811	2,137,468	44.37	5
	1864	70,328,940	5,876,330	2,526,875	43.00	5
	1865	70,483,623	5,931,972	3,006,074	50.67	*10
	1866	70,655,887	7,336,178	2,943,861	40.13	5
Carl Ludwig Bahn, 224 miles	1860	.....	.....	.....	50.78	†8
	1861	.....	2,736,421	1,280,977	46.81	†7
	1862	.....	3,640,412	1,804,431	49.57	†6
	1863	39,190,973	3,704,693	1,683,157	45.43	†2
	1864	40,368,112	4,948,448	1,855,879	37.50	†8
	1865	40,665,617	3,235,171	1,537,449	47.52	.....
	1866	41,788,334	4,438,638	1,615,213	36.39	†2.10
Pardubitzer Bahn, (Süd- and Nord-Deutsche Verbindungs-Bahn,) 122 miles.	1860	.....	.....	.....	66.00	†4.50
	1861	.....	1,004,413	630,786	62.80	†4.50
	1862	.....	1,046,829	673,075	64.30	†4.50
	1863	19,868,161	1,034,090	667,747	64.50	†4.50
	1864	19,877,711	1,148,089	896,857	78.12	†4.40
	1865	19,887,942	1,259,335	854,018	74.39	†4.40
	1866	19,864,947	1,078,553	632,406	58.62	†4.40
Böhmische, West Bahn, 120 miles...	1860	.....	.....	.....	.....	<i>Per cent.</i>
	1861	.....	.....	.....	.....	.....
	1862	.....	955,910	418,690	38.66	5
	1863	24,000,000	1,329,535	640,035	48.14	5
	1864	24,000,000	1,515,117	595,872	37.00	5
	1865	24,000,000	1,746,744	664,588	38.00	4.85
	1866	24,000,000	1,591,709	763,995	43.86	4.85
Graz-Köflacher Bahn, 26 miles	1860	.....	.....	.....	50.00	5.30
	1861	.....	323,133	129,907	40.20	9
	1862	.....	374,738	163,747	43.40	10
	1863	2,717,391	329,613	141,878	56.96	6
	1864	2,818,375	394,378	176,121	44.66	10
	1865	2,907,435	390,787	167,776	42.93	7
	1866	2,952,434	334,699	138,703	58.56	5
Süd Bahn, 1,112 miles	1860	.....	18,931,424	8,877,918	.....	.....
	1861	.....	25,406,622	9,839,340	.....	.....
	1862	.....	26,210,237	9,916,251	.....	.....
	1863	.....	24,126,668	9,139,386	.....	.....
	1864	.....	25,419,686	9,471,247	.....	.....
	1865	.....	34,697,405	13,921,119	.....	.....
	1866	§128,658,324	36,947,141	17,246,879	.....	.....

* Florins. † Dividends and 5 per cent. on the capital. ‡ Austrian currency for each 105 francs capital.
§ For the road in Austria only.

The Südbahn is owned by a French company, and is connected with the Italian lines, and therefore its statistics are not fully given.

The several Austrian railway administrations are now endeavoring to comply with the public demands, both by lowering the tariff of prices for freight, as well as providing fourth class, and therefore cheaper carriages for passengers, and have thus greatly increased their transportation of persons and freight.

In the number of miles of railroads the horse railway from Linz to Gmünden, 122 miles in length, is included. Eighty miles of this road were completed in 1832, and it was the first work of this kind completed in Europe.

The fares of these several roads are much higher than railway travel in the United States. There is no difference whether the passenger travels few or many miles.

Reducing the German mile and the Austrian currency to American measure and value, we find the average fares to be, in United States gold: First class, four and a half cents per mile; second class, three cents per mile; third class, two cents per mile.

WATER TRANSPORTATION.

The geographical extent and situation of the empire, with comparatively little sea-coast, renders its navigable rivers peculiarly important. Connected with the North sea by the Moldau and the Elbe; with the Baltic by the Vistula; with the Black sea by the Dniester and the mighty Danube, with its many large tributaries, it has more than fifteen hundred miles of rivers and canals navigated by steamers and sailing vessels.

Although Robert Fulton's steamer was running from New York to Albany in 1805, and in Scotland a steamer was plying in 1812 between Glasgow and Greenock, and in France between Havre and Paris in 1816, yet the first steamer was not put on the waters of this country until 1830, when a boat propelled by an engine of sixty-horse power commenced running the short distance between Pesth and Ebersdorf, and not until 1831 was the regular steam communication opened between Vienna and Pesth.

An exclusive privilege was granted for navigating the Danube and all its tributaries to a company with a capital of 100,000 florins divided into 200 shares. In 1834 the first trip to Galatz was made. The capital stock increased to 9,000,000 florins in 1847, and the company owned 41 steamers, of 4,252 horse-power, and forwarded that year 454,107 travellers and 144,142 tons of freight. This monopoly was renewed in 1852, and was to have been continued until 1880, but in 1856 the navigation of the Danube was declared free, and in lieu of the rights which the company was compelled to surrender, a guarantee of eight per cent. on the shares of the capital stock was given by the government, to be continued until 1880. Now the capital of the company amounts to over twenty-two million florins, and they own 138 steamers, of 12,818 horse power; 517 tow-boats, and navigate over three thousand miles of rivers. During the last year they transported 1,092,172 persons, 1,492,402 tons of freight.

Another company was authorized last year by Hungary, with a capital of 400,000 florins, to run steamers on the Danube from Raab to Neusatz.

It is a singular fact that the passenger fares by these boats are much less coming up stream than they are going down, though it would seem that the swift current of the river ought to cause the reverse of this rule. The reason is that the boats going down stream are enabled by this current to compete in time with any other means of conveyance, while the journey up stream is slow and tedious, and travel seeks the more expeditious routes.

TELEGRAPHS.

The imperial government constructed the first telegraph in 1847, but now a net of electric lines covers the whole empire. The 574 English miles and seven stations of 1848, have increased to 1,600 English miles, with over 800 stations, and the length of the wire now used for the telegraph purposes is over 34,000 miles. The rapid growth of this means of communication and the extent to which it is now used, can readily be seen in the following table :

Statement showing the number of despatches, and words telegraphed, and the amount received therefor during the following years.

Year.	Number of de- spatches.	Number of words.	Amount re- ceived.
			<i>Florins.</i>
1851	44, 911	1, 503, 165	128, 736
1852	62, 717	1, 970, 056	209, 547
1853	109, 347	3, 756, 700	308, 159
1854	190, 522	6, 736, 569	549, 697
1855	204, 221	6, 532, 122	607, 745
1856	251, 948	7, 217, 832	778, 293
1857	381, 720	10, 035, 837	888, 905
1858	419, 449	11, 381, 723	760, 011
1859	692, 379	20, 427, 829	951, 240
1860	700, 795	16, 097, 848	991, 275
1861	846, 953	19, 554, 742	1, 226, 404
1862	946, 675	20, 068, 779	1, 267, 066
1863	1, 130, 625	23, 489, 862	1, 290, 447
1864	1, 610, 663	33, 329, 449	1, 322, 945
1865	1, 786, 955	36, 650, 293	1, 435, 478
1866	2, 507, 472	53, 435, 132	1, 644, 742

The railroad telegraph lines are not included in this statement. It refers only to the despatches sent by the State telegraph, and the amount received is from the paid despatches over its lines.

The railroads have 4,500 miles of telegraph, and 7,200 miles of wire; the State has 12,400 miles of telegraph, and 27,400 miles of wire.

The proportion between the government and private telegrams sent by the State lines is shown in the following table.

	1866.		1865.	
	Number of de- spatches.	Number of words.	Number of de- spatches.	Number of words.
Sent—				
Private	1, 845, 114	37, 323, 029	1, 396, 849	28, 043, 658
Government	418, 364	10, 942, 115	179, 988	4, 262, 864
Total	2, 263, 478	48, 265, 144	1, 576, 837	32, 306, 522
Received—				
Private	237, 084	4, 865, 958	207, 468	4, 221, 135
Government	6, 910	304, 030	2, 650	122, 636
Total	243, 994	5, 169, 988	210, 118	4, 343, 771
Aggregate	2, 507, 472	53, 435, 132	1, 786, 955	36, 650, 293

The telegraph tariff for 20 words for a distance not over 40 miles is about 16 cents United States gold, and for a distance not over 250 miles, 32 cents United States gold. For a greater distance the charge is 48 cents.

DECEMBER 31, 1867.

During the year 1867, the export has been—		<i>Florins. Kr.</i>
For the quarter ended March 31, 1867.....	1, 725, 773	69
For the quarter ended June 30, 1867.....	1, 580, 735	76
For the quarter ended September 30, 1867.....	2, 112, 174	86
Total during the year 1867.....	6, 652, 305	41

On account of the alarming reports concerning the unsettled and unproductive condition of the southern States, and of the commercial distress awaiting all parts of the United States, exportation to our country is now regarded rather as a speculation than as a legitimate commercial enterprise. The fluctuation of the currency renders it impossible for a merchant, when goods are shipped, to calculate what will be the value of the dollar when they shall have reached their destination. The uncertainty and the apprehension of extraordinary political experiments in our republic prevents some merchandise from being forwarded and induces an expectation of large profits on that which is risked.

The perfect restoration of stable civil government throughout the whole country, and a currency not subject to constant changes in value, will enable the consumers of foreign goods in our country to obtain them at a lower price, and will doubtless, at the same time, add to the revenue from custom duties.

DECEMBER 31, 1866.

Statement showing the description and value of the exports from Vienna to the United States during the several quarters of the year ended September 30, 1867, (compiled from official invoices.)

Description.	Value, including costs and charges.
	<i>Florins. Kr.</i>
Pipes, pipe-stems, cigar-holders, and tobacco.....	79, 863 02
Fancy goods	46, 537 23
Wines	8, 736 63
Fruits	15, 047 41
Paper	53, 892 21
Wool rugs	3, 249 23
Ribbons	10, 142 84
Gloves	58, 595 98
Pearl buttons	46, 529 11
Watches	456 84
Leather.....	8, 910 59
Shawls, scarfs, and dress goods.....	372, 890 08
Accordeons and jewsharps	20, 433 19
Buttons, &c	56, 133 51
Glass, bronze, wood ware, and porcelains	22, 009 27
Spring cloth.....	26, 826 36
Glycerine	8, 938 57
Sundries, consisting of matches, porte-monnaies, lentils, prunes, watch chains, mosaics, and lamb skins.....	31, 722 54
Total for quarter ended December 31, 1866	893, 909 61
Total for quarter ended March 31, 1867.....	735, 989 25
Total for quarter ended June 30, 1867.....	561, 657 43½
Total September 30, 1867.....	895, 189 20
Grand total	3, 086, 745 49½

PRAGUE—J. VON GEITLER, *Consular Agent.*

Statement showing the description and value of the exports from this port to the United States during the several quarters of the year ended September 30, 1867, (compiled from official invoices.)

Description.	Value, including costs and charges.
	<i>Florins. Kr.</i>
Glassware.....	229,812 85
Cloth.....	240,044 84
Woollens, skins, and gloves.....	79,973 34
Percussion caps.....	3,815 49
German harps.....	206 04
Tin boxes.....	541 25
Surrogate of gum.....	1,975 60
Earthenware.....	320 42
Fancy goods.....	1,214 90
Matches.....	469 75
Drugs.....	369 57
Thread laces.....	392 35
Cotton and linen.....	28,824 43
Jewelry.....	16,563 04
Porcelain ware.....	982 92
Chip goods.....	5,723 05
Red chalk.....	601 41
Albumen of eggs and blood.....	2,145 40
Total for quarter ended December 31, 1866.....	613,976 65
Total for quarter ended March 31, 1867.....	690,676 79½
Total for quarter ended June 30, 1867.....	705,497 91½
Total for quarter ended September 30, 1867.....	920,873 20
Grand total.....	2,931,024 56

BRÜNN—G. SCHOELLER, *Consular Agent.*

DECEMBER 31, 1866.

Statement showing the description and value of the exports from this port to the United States during the several quarters of the year ended September 30, 1867, (compiled from official invoices.)

Description.	Value, including costs and charges.
	<i>Florins. Kr.</i>
Cloth.....	312,830 70
Gloves.....	14,554 21
Fancy goods.....	529 50
Pictures.....	44 00
Jewsharps.....	176 60
Total for quarter ended December 31, 1866.....	328,135 01
Total for quarter ended March 31, 1867.....	299,107 65
Total for quarter ended June 30, 1867.....	313,580 35
Total for quarter ended September 30, 1867.....	296,112 49
Grand total.....	1,236,935 50

TRIESTE—A. W. THAYER, *Consul*.

OCTOBER 1, 1867.

I have the honor in this communication to report upon the navigation and commerce of Trieste for the year 1866, the facts being condensed from the ample statistics officially imparted to this consulate by the chamber of commerce of this city.

To facilitate comparisons with previous years, the form of the last report, with very slight variations, is adopted.

In view of the war, which for a time interfered with the trade of the port, the results of a comparison of the tables with those of 1865, prove to be unexpectedly gratifying.

Statement showing the nationality, number, and tonnage of sailing vessels, with cargoes and in ballast, entered the port of Trieste during the year 1866, as compared with 1865.

Nationality.	1866, with cargo.		1866, in ballast.		Total, 1865.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Austria	6,039	189,972	2,553	202,904	7,284	318,759
Belgium					2	227
Denmark	3	514	2	290	11	1,608
England	38	11,848	44	18,856	78	27,222
France	1	438	6	1,308	13	1,835
German States	38	6,419	12	3,604	48	10,491
Greece	189	17,146	62	14,460	234	27,757
Holland	35	5,478	6	833	45	7,356
Italy	976	68,128	358	47,076	1,202	102,728
Jerusalem	1	101				
Portugal					2	544
Russia	13	4,764	19	9,511	22	7,322
Samos	2	231			2	236
Spain					3	289
Sweden and Norway	9	1,866	22	8,056	21	6,482
Turkey	63	3,781	5	426	49	2,948
United States	4	1,471	1	797	2	968
Wallachia					2	250
With cargo	7,411	312,157	3,090	308,121	9,120	517,022
In ballast	2,090	308,121				
Total in 1866	10,501	620,278				
Total in 1865	9,120	517,022				
Increase	1,381	103,256				

Arrivals from the United States.

	No.	Tons.
From New York, United States flag	3	1,222
From Philadelphia, United States flag	1	249
From Philadelphia, British flag	4	1,088
Total	8	2,559

Arrivals from other American countries.

	1866.		1865.	
	No.	Tons.	No.	Tons.
Brazil	22	4,382	23	4,448
British possessions			3	1,003
Peru	2	760	5	1,637
St. Domingo	2	345	3	752
Spanish possessions	7	1,523	8	1,266
Venezuela	3	386	2	270
Total	36	7,396	44	9,376
			36	7,396
Decrease			8	1,980

Arrivals of steam vessels.

Nationality.	1866, with cargo.		1866, in ballast.		Total, 1865.	
	No.	Tons.	No.	Tons.	No.	Tons.
Austria	767	269,211	55	25,544	734	242,570
England	50	43,468	2	1,208	50	46,230
France			1	1,242		
Holland	8	3,670			4	2,009
Italy	26	16,079	1	481	51	29,182
Turkey	9	756	2	168	5	410
Total	860	333,184	61	28,643	844	320,401
	61	28,643				
Total in 1866	921	361,827				
Total in 1865	844	320,401				
Increase	77	41,426				

An analysis of the data on which the preceding table is formed gives the following more particular view of the steam navigation centering in Trieste :

Arrivals of—	From—	With cargo.		In ballast.	
		No.	Tons.	No.	Tons.
Austrian steam vessels	Austrian ports	386	95,924	43	20,603
	British ports	3	3,731		
	Egypt	58	34,084	3	2,185
	Ionian islands	49	10,555		
	Italian ports	111	27,825	7	2,149
	Prussian ports	1	590		
	Turkey	159	76,502	2	607
British	Italy	2	909		
	British ports	48	42,559		
	Egypt			1	701
	Turkey			1	507
French	France			1	1,242
Holland	Holland	8	3,670		
Italian	Ionian islands	1	312		
	Italian ports	5	2,820	1	481
	French	3	1,461		
	Egypt	17	11,486		
Turkish	Austrian ports	1	84	2	168
	Turkish	8	672		

The arrivals of Austrian sailing vessels from ports beyond Gibraltar were—

From—	No.	Tons.
Antwerp.....	2	739
Cardiff.....	35	15,393
Cork, (in ballast).....	1	598
Liverpool.....	4	1,464
Newcastle, (England).....	16	6,170
Newport, (England).....	1	255
Troon.....	4	1,997
Rio Janeiro.....	1	259

Sailing vessels cleared.

Nationality.	Cargo.		In ballast in 1866.		Total in 1865.	
	No.	Tons.	No.	Tons.	No.	Tons.
Austria.....	5,685	332,554	2,912	58,023	7,369	310,572
Denmark.....	5	1,053			12	2,204
England.....	81	33,616	3	930	80	31,025
France.....	5	1,511			13	2,081
German states.....	50	12,699	1	118	47	11,957
Greece.....	242	33,483	1	196	241	30,917
Holland.....	32	5,220	1	168	52	9,068
Italy.....	1,281	126,713	34	2,235	1,196	111,581
Russia.....	23	10,945	2	879	15	6,148
Sweden and Norway.....	34	12,844			19	7,280
Turkey.....	63	4,228			48	2,688
Samos.....	5	607			5	663
Jerusalem.....	1	117				
United States.....	2	1,327	2	740	2	962
Other states.....					9	1,645
Total.....	7,509	576,917	2,956	63,289	9,108	528,791

RECAPITULATION.

	No.	Tons.
Cleared with cargo.....	7,509	576,917
Cleared in ballast.....	2,956	63,289
Total in 1866.....	10,465	640,206
Total in 1865.....	9,108	528,791
Increase.....	1,467	111,415

Austrian sailing vessels cleared for ports beyond Gibraltar, as follows :

For—	1866.		1865.	
	No.	Tons.	No.	Tons.
Belgium.....	1	524		
Brazil.....	16	4,410	10	2,551
British islands.....	31	14,885	33	13,924
France, (Atlantic, &c).....	28	13,305	6	2,189
Holland.....	1	432		
Mexico.....	1	225	1	204
Portugal.....	1	376		
Sierra Leone.....			1	319
United States.....	10	5,832	5	2,548
1866.....	89	39,989	56	21,735
1865.....	56	21,735		
Increase.....	33	18,254		

Cleared for the United States.

Nationality.	1866.		1865.	
	No.	Tons.	No.	Tons.
Austria.....	10	5,832	5	2,548
England.....			3	980
Germany.....	2	867		
Greece.....	1	500		
Italy.....	1	341	1	297
United States.....	1	522		
1866.....	15	8,062	9	3,825
1865.....	9	3,825		
Increase.....	6	4,237		

Clearances of steam vessels.

Nationality.	Cargo.		Ballast.	
	No.	Tons.	No.	Tons.
Austrian ports.....	395	97,647	39	23,809
English ports.....	1	531		
Turkish ports.....	159	74,526	2	1,074
Egypt.....	60	63,121	2	223
Ionian islands.....	51	11,550	1	1,020
Venice.....	80	22,112	1	72
Papal states.....	36	7,094	1	649
Naples.....			1	411
Wallachia.....			1	72
English flag—				
British ports.....	50	45,909		
Egypt.....	1	630		
Greece.....	1	1,495	1	529
Russia, (Black sea).....	1	1,220	1	817
French flag—				
France.....	1	1,242		
Dutch flag—				
Holland.....	8	3,863		
Italian flag—				
Egypt.....	18	13,870		
France.....	5	2,214		
Naples.....			2	1,580
Papal States.....			3	1,520
Venice.....			1	481
Turkish flag—				
Austrian ports.....	1	84	2	163
Turkish ports.....	9	756		
With cargoes.....	877	347,864	58	32,425
On ballast.....	58	32,425		
Total in 1866.....	935	380,289		
Total in 1865.....	834	327,668		
Increase.....	101	52,621		

As a fitting close to these statistics of navigation, I add a general table of arrivals and departures of sailing vessels to and from Trieste for the year 1866:

Nationality.	Arrivals.				Clearances.			
	With cargo.		In ballast.		With cargo.		In ballast.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
EUROPE.								
Austria proper	4,084	76,709	1,934	65,085	3,436	78,235	2,707	51,886
Croatia	304	16,402	23	6,340	242	11,490	33	2,295
Dalmatia	828	26,065	124	11,480	872	32,983	67	1,229
Belgium	13	2,768			1	524		
Great Britain and Ireland	130	46,120	4	1,784	143	62,323		
Gibraltar			1	408	4	1,389		
Malta	4	537	38	10,998	34	5,450		
Denmark					1	144		
Atlantic			1	380	73	33,557		
Mediterranean	37	8,241	68	19,785	305	91,814		
Greece proper	116	9,288	28	6,598	132	19,558		
Ionian islands	8	611	18	5,776	81	5,701		
Hamburg	7	668			7	1,534		
Hanover	1	188						
Holland	14	2,355			10	2,055		
Italy: Naples	434	20,532	90	19,719	466	28,599	1	118
Papal States	332	18,628	245	23,560	621	37,798	4	163
Sardinia	8	2,736	34	11,706	17	3,307		
Sicily	141	19,603	57	13,618	192	33,423	3	1,093
Tuscany	9	1,845	8	2,369	2	227	1	245
Venice	687	30,137	218	32,477	432	19,268	133	4,306
Portugal					2	879		
Prussia					1	165		
Russia: Black sea	1	239			3	749	2	1,018
Baltic sea					3	373		
Spain	2	242	11	3,266	1	368		
Sweden and Norway	6	656			1	165		
Turkey proper	186	14,622	16	2,749	188	20,450	4	814
Moldavia	2	357						
Wallachia	7	1,044						
AFRICA.								
Algeria			6	2,076	15	4,354		
Egypt	3	787	165	67,598	130	53,423		
Tunis	1	121	1	149			1	122
AMERICA.								
Brazil	22	4,382			76	17,993		
Mexico					2	377		
Peru	2	760						
St. Domingo	2	345						
Spanish possessions	7	1,523						
United States	8	2,559			15	8,062		
Venezuela	3	386			1	180		
ASIA.								
British India	2	501						

Aggregates of the imports and exports of Trieste during the year 1866, valued in Austrian florins.

	Imports.			Exports.		
	1866.	1865.	Decrease.	1866.	1865.	Increase.
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
By sea	73,837,562	76,244,434	2,436,872	103,093,547	95,825,430	7,268,117
By land	79,883,374	82,156,227	2,272,853	34,878,197	34,404,467	473,730
Total	153,690,936	158,400,661	4,709,725	137,971,744	130,229,897	7,741,847

Remembering the interruption caused to trade by the war with Prussia, the decrease of imports was less, and the increase of exports more, than was with reason to have been expected. In the first of the two following tables the imports and exports by sea are given according to the flags of the vessels employed; in the second, according to the countries whence and whither transported.

Value of imports and exports by sea.

Nationality.	Imports.		Exports.	
	1866.	1865.	1866.	1865.
Austria	37, 608, 867	40, 481, 646	72, 520, 280	67, 118, 908
Belgium		15, 348		67, 250
Bremen		329, 561		1, 438, 849
Denmark	287, 249	783, 718	128, 677	263, 237
England	12, 364, 079	10, 728, 617	8, 096, 379	7, 296, 971
France	16, 224	366, 090	78, 933	196, 527
Greece	3, 526, 520	3, 418, 030	3, 782, 839	3, 661, 625
Hamburg	285, 135	322, 081	53, 944	14, 787
Hanover	847, 492	914, 134	266, 023	344, 452
Holland	2, 991, 411	2, 976, 554	1, 272, 036	1, 580, 184
Holstein	287, 369	48, 935	106, 764	26, 494
Italy	11, 452, 434	11, 645, 688	12, 758, 736	12, 310, 037
Jerusalem	8, 196		16, 372	
Mecklenburg	161, 675	197, 929	337, 204	64, 953
Oldenburg	601, 783	458, 621	127, 129	132, 357
Portugal		368, 550		54, 745
Prussia	407, 385	473, 413	548, 150	523, 857
Russia	256, 478	361, 897	646, 297	347, 677
Samos	107, 000	100, 060	93, 161	59, 781
Spain		158, 659		39, 374
Sweden and Norway	1, 137, 091	1, 171, 970	1, 038, 804	600, 684
Turkey	1, 084, 169	676, 319	1, 024, 824	854, 351
United States	376, 987	217, 350	196, 995	44, 034
Wallachia		29, 264		19, 295
	73, 807, 562	76, 244, 434	103, 093, 547	95, 825, 430

Value in Austrian florins of imports and exports by sea.

Countries from and to.	Imports.		Exports.	
	1866.	1865.	1866.	1865.
AFRICA.				
Algeria	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
British possessions			97, 233	132, 013
Egypt	4, 814, 257	5, 698, 678	9, 515, 192	3, 819
Tunis	24, 768	120, 137		12, 591, 270
				675
AMERICA, NORTH.				
British possessions		386, 580		
Mexico			32, 441	131, 467
St. Domingo	309, 531	323, 521		
Spanish possessions	919, 994	683, 002		
United States	889, 670	196, 176	1, 670, 182	870, 871
AMERICA, SOUTH.				
Brazil	3, 149, 515	3, 415, 159	2, 354, 362	1, 544, 533
Peru	226, 510	439, 963		
Venezuela	410, 183	242, 448		21, 899
ASIA.				
British possessions	141, 618	698, 158		

Value in Austrian florins of imports and exports by sea.—Continued.

Countries from and to.	Imports.		Exports.	
	1866.	1865.	1866.	1865.
EUROPE.				
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
Austria.....	16,394,335	*18,624,384	32,519,600	*29,048,515
Belgium.....	1,480,801	1,215,583	70,530	270,722
Bremen.....				51,263
British islands.....	10,889,604	10,267,366	11,117,848	9,135,333
Denmark.....			54,426	66,095
France: Mediterranean.....	1,837,503	2,367,482	5,544,840	2,875,986
Atlantic.....		307,890	1,741,445	1,266,231
Gibraltar.....	5,378	10,298	173,244	160,892
Greece proper.....	2,558,407	3,439,090	2,909,935	3,345,127
Ionian islands.....	912,877	763,193	1,815,008	2,050,383
Hamburg.....	167,792	143,575	199,312	267,243
Hanover.....	4,525			
Holland.....	2,103,597	2,244,568	794,016	817,942
Italy: Naples.....	6,526,123	6,242,636	3,554,875	4,806,115
Papal States.....	3,847,106	3,384,322	6,881,116	7,643,728
Sardinia.....	121,439	318,932	175,180	449,615
Sicily.....	1,906,666	1,691,088	1,489,590	1,264,845
Tuscany.....	100,698	102,226	26,805	208,795
Venice.....	2,027,878			
Malta.....	31,398	16,587	304,942	239,791
Portugal.....			102,912	108,582
Prussia.....	10,339		6,962	
Russia: Baltic sea.....			80,378	178,222
Black sea.....	163,082	602,341	352,972	146,529
Spain.....	36,035	43,691	7,071	53,851
Sweden and Norway.....	94,601	150,888	44,115	24,455
Turkey proper.....	11,561,542	11,307,462	15,420,522	16,033,522
Moldavia.....	43,362	190,700	29,759	25,124
Wallachia.....	96,416	197,301	7,685	11,878

* Venice included.

Imports from the United States, 1866, in hundred weight.

	<i>Cwt.</i>		<i>Cwt.</i>
Resin.....	1,310	Logwood.....	7,497
Mahogany.....	180	Various woods.....	1,890
Bark for dyeing.....	500	Petroleum.....	32,234

Exports to the United States by sea.

	<i>Cwt.</i>		<i>Cwt.</i>
Spirituous.....	1	Juniper berries.....	319
Maraschino.....	38	Gum-arabic.....	93
Wines.....	30	Gum-tragacanth.....	36
Bay berries.....	431	Turpentine, Venitian.....	342
Bay leaves.....	378	Gums, divers.....	1,179
Anise-seed.....	717	Straw.....	80
Beer.....	13	Olive oil.....	20
Hemp.....	509	Rosemary oil.....	10
Paper.....	11	Sepia vines.....	193
Colocynth.....	133	Oil cake.....	153
White lead.....	127	Sardines.....	15
Vermilion.....	75	Orris root.....	351
Dyestuffs, various.....	26	Roots, divers.....	5
Drugs, various.....	24	Seeds, divers.....	277
Herbs, various.....	187	Mustard seed.....	7,172
Essences, various.....	10	Sponges.....	237
Cheese.....	1	Prints and paintings.....	7
Bitter oranges.....	23	Rags.....	39,316
Carobs.....	293	Licorice paste.....	31
Orange peel.....	122	Tobacco.....	20
Currants.....	21,970	Tartar.....	2,754
Raisins.....	13,089		
Dried fruits, divers.....	29,713	Various merchandise.....	3,366

Florins.

The marked difference between the above table and the consular invoice book is explainable by the facts that some goods were sent by land to the north sea-coast for shipment, and others, sent from Venice, had their invoices certified to here in the absence of a consul from that city, to the amount, however, of but about 34,000 florins. As the consignments forwarded via Bremen and Hamburg were but small, the above tables give very nearly the true amount of the not very important trade of Trieste with the United States for the year 1866.

Thinking they may serve some useful purposes, the following two tables have been constructed from scattered data to exhibit the kinds and quantities of the principal articles which the large fleet are employed in transporting between Trieste and the British Islands.

The imports are given for three years—1864, 1865, and 1866; the exports for the latter year only.

Imports from the British islands, amounts given in hundred weight.

Articles.	1864.	1865.	1866.
METALS.			
Steel	406	553	282
Iron, pig	63,355	53,500	3,158
refined	79,839	75,384	34,218
sheet	412	1,258	699
wire	336	275	351
tinned	7,080	7,705	3,145
manufactured	19,027	3,934	5,711
chains	6,285	5,643	3,643
nails	198	336	130
files	30	23	.....
rails	400	.....	.....
hardware	463	259	269
Bronze .....	.....	.....	34
Brass	1,247	861	734
wrought	379	761	118
Zinc, manufactured .....	.....	2	6
Lead, crude	901	.....	.....
sheet .....	.....	167	.....
refined .....	.....	.....	437
Copper, pigs and old	628	474	84
wrought	24	107	38
Tin, crude	510	311	372
SPIRITS, ETC.			
Rum	702	441	107
Brandy	345	4	9
Wines	22	8	12
MINERAL PRODUCTS.			
Alum	3,459	2,950	2,220
Arsenic	33	.....	.....
Borax	79	66	.....
Line .....	.....	24	1,049
Coal	893,910	843,710	1,108,796
Cement	2,417	9,779	3,404
Chalk, &c. ....	.....	50	330
Plates, (roofing)	4,111	501	332
Litharge	908	229	892
Soda	2,698	32,092	21,714
bicarbonate .....	.....	3,860	433
Magnesia	82	73	25
Pumice stone	34	.....	.....
Potash .....	.....	1,566	1,176
Sal amoniac	334	311	106
Glauber	20	130	139
Saltpetre	180	120	213
Various salts	4,180	8,812	15,145
Porcelain, clay, ochre, &c	539	226	675
Tiles and bricks	240,450	134,000	96,200
Scouring sand	130	59	10
Vitriol	496	124	676
ARTICLES OF FOOD.			
Herrings	6,728	2,560	3,963
Anchovies .....	.....	88	199
Divers fish .....	.....	159	.....
Butter and lard	17,258	29	.....
Meats, dried and salted	193	133	310
Divers comestibles	21	46	32
Cheese	7	1	3

Imports from the British islands, &c.—Continued.

Articles.	1864.	1865.	1866.
DRUGS, MEDICINES, ETC.			
Peruvian bark			11
Herbs, mosses, &c.		10	78
Aromatic essences		96	
Manna		6	108
Balsam		4	6
Divers medicines		3	12
Divers roots		26	74
Senna		12	23
Licorice paste		5	
COLONIAL PRODUCTS.			
Hemp	71	34	10
Chocolate		6	
Cocoa	161	409	225
Coffee	14, 145	12, 088	8, 627
Tea	23	25	34
Sugar, refined		5	218
crude, and molasses	131	214	727
Cinnamon	14	7	
Cloves	416	528	164
Pepper	2, 419	1, 377	3, 731
Pimento	283	192	911
Ginger	13	203	21
Cotton, raw	11, 504	2, 034	5, 101
manufactured	14, 372	18, 171	22, 665
yarns	8, 685	10, 031	14, 083
Gum elastic	135	37	7
Divers gums	158	357	208
Rice	916	3	4, 673
Wool	113	877	
manufactured		3	21
Tar	9, 774	3, 064	1, 675
Hides	6, 241	7, 655	6, 727
Tobacco, leaf			7, 280
manufactured	21	40	40
Tamarinds		796	156
PAINTS, DYE STUFFS, ETC.			
White lead		355	186
Cochineal	22	5	19
Indigo	94	260	94
Vermilion	2, 634	1, 882	731
Inks, divers	16	6	279
Colors, divers	189	245	987
Verdigris	64		
Nutgalls			72
Copal	23		
Shellac	150	189	234
Logwood		370	
Sandal wood		5, 014	381
Dyewoods, divers	617	930	306
Roots, dyeing		74	274
Varnish	215	222	271
OILS.			
Giorgolina	612		
Olive		11	
Anise-seed	30	27	59
Aromatic	1	4	7
Fish	62	74	37
Palm and cocoa	586	5, 651	1, 258
Linseed	1, 483	6, 005	2, 647
Cotton seed	41, 929	54, 255	71, 823
Lubricating	28		2
VARIOUS ARTICLES.			
Glue	7	51	81
Linen, manufactured	274	573	206
Bags and sacks	50	163	32
Soap	382	1, 916	290
Stearine	134	6	
candles		1, 417	410
Waxed felt and cloth	34	53	17
Cloths, divers	264	438	581
Glass ware	272	121	65
Machinery	304, 098	252, 863	103, 240
			value in florins..

Principal articles of export to England in 1866.

Description.	Quantity.	Description.	Quantity.
Steel in bars.....cwt..	663	Mustard seed.....cwt..	2,647
Iron, pig.....do....	18	Linseed and hemp seed.....do....	3,627
Iron, wrought.....do....	25	Seeds, medicinal.....do....	857
Iron, manufactured.....do....	70	Seeds, divers.....do....	74
Iron, chains.....do....	39	Hemp.....do....	23,888
Zinc.....do....	502	Cotton.....do....	3
Spirits, divers.....do....	2,501	Wheat.....do....	808,802
Wines.....do....	366	Wheat flour.....do....	53,598
Maraschino.....do....	252	Barley.....do....	127,706
Antimony.....do....	114	Maize.....do....	42,488
Asphaltum.....do....	18	Oats and fodder.....do....	216,144
Sulphur.....do....	3,625	Oil cake.....do....	15,804
Tartar cream.....do....	1,872	Bones and hoofs.....do....	6,833
Potash.....do....	471	Hides and skins.....do....	1,412
Paints and colors, divers.....do....	3,106	Tallow.....do....	3,123
White Venetian.....do....	198	Rags.....do....	17,707
Vermilion.....do....	2	Sponges.....do....	1,009
Persian red.....do....	112	Wool.....do....	522
Cochineal.....do....	222	Mother-of-pearl.....do....	158
Nutgalls.....do....	248	Olive oil.....do....	215
Dyewoods.....do....	44	Engravings, &c.....do....	450
Laurel leaves.....do....	145	Oakum.....do....	204
Laurel berries.....do....	19	Matting.....do....	195
Anise-seed.....do....	12	Glass wares, divers.....do....	1,799
Herbs, divers.....do....	59	Matches.....do....	9
Juniperberries.....do....	211	Guano.....do....	52
Opium.....do....	3	Ship timber.....No. of pieces.....	2,247
Venice turpentine.....do....	32	Staves, beech.....do....	99,980
Gums, divers.....do....	5,682	Staves, oak.....do....	8,633,311
Orris root.....do....	23	Ebony.....do....	1,434

Cotton and cotton goods imported.

From—	Raw.	Manufactured.	Yarn.
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
Austrian ports.....	166	1,431	167
Venetian ports.....	194	69	11
Papal States.....	5,528	463	11
Naples.....	1,642	2	.....
Sicily.....	18	3	.....
Greece.....	4,236	79	.....
Ionian islands.....	1,431	48	.....
British islands.....	5,101	22,665	14,083
Turkey.....	95,088	271	11
Egypt.....	68,025	83	4
France.....	.....	251	2
Holland.....	.....	2	.....
Malta.....	.....	.....	2
Hamburg.....	.....	.....	31
Total.....	181,429	25,367	14,322

Trade in sugar—1866.

By sea, from and to—	Imported.		Exported.	
	Refined.	Crude, and Molasses.	Refined.	Crude, and Molasses.
	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
Austrian ports.....	769	40	80,811	3,045
Venetian ports.....	103	15	27,834	402
Papal States.....	1,497	6	20,979	306
Naples.....			8,320	331
Greece.....			95	1
Ionian islands.....			283	2
Turkey.....			7,059	127
Egypt.....			22	
Malta.....				771
Russia, (Black sea).....			14	
France.....	28,204	1,178		20
British islands.....	218	727		
Holland.....	54,331			
Belgium.....	28,089			
Hamburg.....	834			
St. Domingo.....		270		
Total by sea.....	114,045	2,236	145,417	5,005
By land.....	103,339	14,644	6,056	456
By sea in 1865.....	113,702	720	110,510	3,738
By land in 1865.....	39,563	15,496	4,852	951

Corn trade.

From—	Importations by sea.							
	Wheat.	Rye.	Barley.	Maize.	Oats.	Flour.	Grits.	Rice.
	<i>Bushels.</i>	<i>Bushe's.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
Austrian ports.....	38,323	318	22,817	6,754	18,140	329,734	24,133	64,185
Venetian ports.....	2,153	677	252	3,941		1,542	2,103	45,550
Papal ports.....	18,815			1,696		3		38,029
Neapolitan ports.....	2,642	2,634	1,549		2,309			
Turkish ports.....	4,665	2,050		7,065	76,051	75	4,969	
Moldavian ports.....	5,518	6,832				229		
Wallachian ports.....	4,568			10,420				
Ionian islands.....			511	90	2,244	70		
Holland.....						721		
Egypt.....						106	12,403	3
Sicily.....								2
British islands.....								4,673
Total.....	76,684	12,510	25,129	29,966	98,744	332,480	43,608	152,442
By land in cwt....	1,536,036	3,072	188,176	367,942	257,566	598,459	25,933	1,640

To—	Importations by sea.							
	Wheat.	Rye.	Barley.	Maize.	Oats.	Flour.	Grits.	Rice.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Cwt.</i>	<i>Cwt.</i>	<i>Cwt.</i>
Austrian ports.....	272,017	15,652	54,721	202,313	71,400	208,782	19,673	30,918
Venetian ports.....	592		3,654	1	3,128	995		
Papal ports.....	3,473		3,455	508	14,762	562	3,393	219
Neapolitan ports.....	43,254	1,200	777	950		14,989	103	838
Sicilian ports.....	58,759		2,246			169		217
Ionian islands.....	638		27	6,432		4,468	30	2,572
Greece.....	10,177			771		2,640		4,157
France.....	79,540				5,323			
Portugal.....	17,152							
Gibraltar.....	27,371							
British islands.....	808,802		127,706	42,488	206,144	53,598		1
Turkey.....	3,042	9,326		22,091		20,782		9,622
Egypt.....	85,843		4,994	38,489	228	87,542		11,286
Brazil.....						285,277		
Venezuela.....						2,603		
Divers ports.....			1,402			15		36
Total.....	1,410,660	26,178	198,982	314,033	300,985	682,422	23,199	59,866
By land in cwt....	486	638	2,072	1	20,828	15,656	14	65,030

Lumber.

Export of lumber to—	Ship timber.		Squared timber.	Masts, yards, &c.		Beams, joints, &c.	Oars and oar lumber.		Planks.	Boards, various.		Scantling.		Staves, oak and beach.	
	Cubic feet.	No. pieces.		No. pieces.	No. pieces.		No. pieces.	No. pieces.		No. pieces.	No. pieces.	No. pieces.	No. pieces.	No. pieces.	No. pieces.
Austrian ports.....	348,924	2,626	133,673	12	33,721	15,773	49,104	189,965	79,003	1,220,121					
Venetian ports.....	169,962	107	23,621	12	34,988	4,385	33,976	564,962	331,539	7,370					
Papal ports.....	86,957	253	1,090	107	19,829	8,362	47,550	439,319	146,400	41,099					
Neapolitan ports.....	99,229	97	150	253	6,714	4,942	49,070	242,214	198,998	17,100					
Sicilian ports.....	20,234	73	100	97	1,105	11,628	1,815	110,073	5,642	145,203					
Ionian islands.....		402	900	73	4,303	6,449	10,853	577,453	107,980	1,716,519					
Greece.....	219				4,415	300	400	7,683	550	3,069,088					
Tuscany.....			1,360		3,349	200	947	137,106	6,775	65,606					
Sardinia.....	27,615		6,980		2,090	2,090	2,666	176,839	200	40,903,395					
France.....	2,408		31,610		2,214	3,900		198,025							
Algeria.....	1,590		300			4,280									
Spain.....			36,228			44,023	5,247	9,545							
Malta.....	17,117			133	2,821				41,293	58,313					
British islands.....	2,247				2,916		8,318	305,693	20	8,733,291					
Turkey.....	210		12,990	347	2,413	2,413	71,600		71,600	47,900					
Egypt.....	144,252		71,708	20,035	46,022	187,783	134,533	1,409,217	813,267	50,279					
Holland.....										5,850					
Total for 1866.....	920,964	24,145	320,660	8,880	158,397	296,028	346,479	7,576,666	1,803,287	56,057,134					
Total for 1865.....	1,055,393		263,353		176,302	182,485	246,812	6,530,640	1,435,724	38,128,965					

SPONGES.

What precise rank Trieste holds as a principal centre in the trade in sponges I am not informed. I imagine it, however, to stand high on the list. Several large firms are engaged in this business, some employing their own fishermen. The article is brought hither in a crude state, and here is cleansed, trimmed, sorted, classified, and packed for the market. The amounts collected were, in 1862, 5,209 cwt.; 1863, 4,942 cwt.; 1864, 8,383 cwt.; 1865, 4,474 cwt.; and in 1866, 4,890 cwt. During the year 1866 the amount shipped to the British islands and the United States was 1,009 cwt. to the former, 237 cwt. to the latter.

The reasons are not very apparent why certain articles should be shipped in pretty large quantities from this port instead of the ports whence they come hither—why the American importer should pay freights, charges, and profits to merchants here, instead of importing direct.

A few of the articles in this category are the following: Carobs, or St. John's bread, of 32,666 cwt. which came to Trieste in 1866, no less than 2,519 cwt. were from Neapolitan ports and 6,275 cwt. from Turkish; 293 cwt. went hence to the United States. Of currants, (\$4,151 cwt. total amount,) came from Sicily 4,836 cwt.; Ionian islands 6,325 cwt.; Greece 69,552 cwt.; Malta 718 cwt.; Turkey 2,652 cwt.; 21,970 cwt. went hence to the United States. Raisins of various sorts were imported to the amount of 135,326 cwt., no less than 133,349 cwt. coming from Turkey alone, of which the United States took 13,689 cwt. Of mustard seed there came from Neapolitan ports 7,040 cwt.; France 234 cwt., and Turkey 255 cwt. Why should the United States send to the head of the Adriatic for no less than 7,172 cwt. of mustard seed in one year? Of the gums which pass in the United States under the general name of "Arabic," Egypt sent to Trieste in 1866 16,473 cwt., and Trieste forwarded to the United States 1,179 cwt.

In closing my last annual report I expressed the then prevailing sentiment here that the war would have a powerful effect in reducing the returns of trade for the year 1866. The present report, however, shows that the fears entertained were nearly groundless. At present the signs of the times are favorable and the prospect is good that the report for 1867 will prove highly gratifying.

NOVEMBER 30, 1867.

* * * * * So long as the harbor of Trieste extended inland over the greater part of the quadrangle of streets directly north of the Corso, and of the land now made and occupied by the railroad company, vessels were sufficiently protected by the heights on the north from the Bora, and by the ridge ending at Point St. Andrea, from the sudden and violent southerly and southwesterly storms. The gradual but steady increase in the commercial importance of Trieste, after its opening as a free port by Charles VI, 1728, led to encroachments upon and various improvements of the harbor; but the needs of commerce had been met without causing any very marked change in the water-line, and ever after the filling up of the quadrangle above mentioned there still remained a wide space of water between the town and the quarantine dock. This space has now become the site of the Southern railroad station, and the water-line is so far advanced as to expose all vessels not in the railroad dock or immediately at the piers to the full force of the more violent winds.

Both space and depth of water are wanting to accommodate more than perhaps a score of vessels of 600 tons and upwards at the wharves; and the few favored ones are naturally for the most part steamships. The rest must anchor in the roads. I have seen 200 thus anchored at one time, every one of which

was forced to discharge and receive cargo by lighters, and was liable at any moment to be interrupted by the weather in its operations.

Another serious evil is the want of large public warehouses and magazines, which renders it necessary to put merchandise, even that which is only in transit, in the private stores scattered through the city. Thus, for the most part, the transfer of a cargo to the railway cars costs lighterage, teamage, storage, and otherwise unnecessary number of labors, and all the expenses of the ship during the time thus needlessly prolonged. True, the owners of lighters, teams, and storehouses, as well as the daily laborers, find their account in this, but at the expense of higher public interests. Such considerations induced the railroad company, in 1862, to place before the government a plan for the improvement of the northerly portion of the harbor, very carefully prepared by Mr. Talabot, a distinguished French engineer. This plan has since been perfected in its details, and wrought out under the inspection of M. Tostain, general director of the railroad company, with Mr. Hartley, an Englishman, and Mr. Pascal, of Marseilles, as consulting engineers. It has been accepted, and on the 13th of April last a contract between the Austrian government and the railroad company was signed, by which the latter undertakes to execute the works, (as shown in the plans,) to bring down the level of their road to that of the quays, and to lay tracks along them, thus facilitating the direct transfer of cargoes to and from vessels and cars.

The new quay is to be 720 feet in advance of the present one, and from it are to project three moles or piers $311\frac{1}{2}$ by $705\frac{1}{4}$ feet, and a fourth of $311\frac{1}{2}$ by 656 feet, enclosing three basins, severally in width $787\frac{1}{4}$, 934, and $1058\frac{3}{4}$ feet, having a depth of water ranging from 17 to 46 feet. The breakwater, parallel to the main quay, and $556\frac{3}{4}$ feet distant from the end of the moles, will be $3,576\frac{1}{2}$ feet in length. The depth of water on its site is from 52 to 60 feet. Like that at Marseilles, this dam is to be constructed of loose stone and rock, with a base of about 200 feet in width, decreasing to 51 feet at top. From 6 feet below the mean-water level this structure is to be of artificial blocks made of broken stone and hydraulic cement, each of about 400 feet cubic contents, and weighing some seven hundred weight. The quarry whence all these materials are to be brought is upon the sea shore, about $10\frac{1}{2}$ English miles distant.

As the present quarantine dock lies within the limits of these improvements, a new Lazaretto has been established in an indentation of the promontory of Muggia, about three miles from the city, in an air-line across the water. The buildings and docks are already nearly prepared for occupation.

The new land made in these extensive operations is to be divided between the state and the railroad company by a line drawn parallel to the edge of the quay, and $541\frac{1}{4}$ feet distant, inland, from it; the company thus gaining an addition to its city property of a strip of land some three quarters of an English mile in length, by about 170 feet in breadth.

The roughly estimated costs of all the proposed improvements are, to the railroad company, for new station, 1,500,000 florins; for harbor, 1,750,000 florins; to the state for harbor, 11,000,000 florins; (*i. e.*, for the harbor alone,) a total of some \$5,000,000.

* * * * *

The conclusions, then, of the Reichrath's committee are presented in the following resolutions, with which their report closes :

1. That the concession of the two new lines of railroad (1) from Kottorikaniska to Bares, and eventually to Fünfkirchen, (in Hungary,) and (2) from Bruck to Leoben, is of great advantage to the development to the Austrian iron, steel, and coal industries.

2. That the abandonment of the branch road from Marburg to Pettau is of no serious disadvantage to any important industrial interests.

3. That it is a very important gain to have induced the Southern Railroad Company to enter into a contract by which certain other lines are secured, so that those from Villach to Brixen, and from St. Peter to Fiume, shall immediately be put under construction.

4. That the harbor improvement at Trieste is a matter of importance to the entire Austrian empire.

5. That the immediate construction of these works is a necessity for the preservation, and an indispensable condition for the development, of Austrian foreign commerce. *Provided*, that the new docks and quays remain property of the state, and never be either sold or leased to any transportation company transacting business at Trieste; *and provided*, that in case the state should ever alienate them the right of pre-emption shall be secured to the municipality of Trieste.

In regard to the first of these resolutions it may be stated that it does not overrate the importance of the two branch railroads named in it.

That from Kottori to Bares is an extension of one now in operation from Pragerhof on the South railroad to Kottori, and its prolongation to Fünfkirchen will connect it with the one now open from that city to Mohacs on the Danube. But its principal importance arises from its crossing the coal formation in the neighborhood of Fünfkirchen. This coal, though affording but two-thirds of the heating power of the English article, and being too sulphurous for use in melting iron ores, is still a valuable article of fuel, and has been in use for years upon the Danube boats. The geologists compute the amount to be obtained from the known practicable mines at 3,000,000,000 tons.

The other road, from Bruck on the Southern railroad to Leoben opens the Styrian iron mines and works to the market. The inexhaustible quantity and the excellent quality of the Styrian and Carinthian ores certainly justify the government in making some otherwise undesirable concessions to the railroad company for the purpose of securing, at the earliest date possible, steam communication with Vienna, Trieste, and Pesth, while the splendid success of the protective policy, in fostering the beet-sugar industry, is an incentive to pursue a similar course with regard to iron and steel. * * * *

For the Styrian mines the works owned by the government at Neuberg, which have a school of iron mining and steel production connected with them, may speak.

The ore is principally spathic and is smelted with charcoal. The pig iron is run from the blast furnaces into Bessemer converters, and after complete carbonization is mixed with the proper quantity of the same iron from the blast furnace. This iron contains 3.45 per cent. of manganese, and therefore takes the place of the so called "spiegeleisen," usually employed in the Bessemer steel-making process. A remarkable peculiarity of the Neuberg steel is its facility of welding. It is numbered from the hardest, No. 1, to No. 7, which is comparatively soft iron. To show the excellent quality of the Neuberg iron for the Bessemer process my authority copies the following analysis :

Composition.	Pig iron.	First stage after disappearance of the sparks.	Second stage after the boil.	Third stage end of the charge.	Finished steel, with pig iron added in place of spiegeleisen.
Graphitic carbon.....	3.80				
Combined carbon.....	0.750	2.465	0.949	0.067	0.234
Silicium.....	1.960	0.443	0.112	0.028	0.003
Phosphorus.....	0.040	0.040	0.045	0.045	0.044
Sulphur.....	0.118	trace.	trace.	trace.	trace.
Manganese.....	3.460	1.645	0.429	0.113	0.139
Copper.....	0.085	0.091	0.095	0.120	0.105
Iron.....	90.507	95.316	98.370	99.607	99.445

There are indeed very few, even among the best Swedish marks of pig iron, the composition of which is so excellently suited for the requirements of the Bessemer process, particularly with regard to the relative proportions of carbon and silicium. The absence practically of sulphur and phosphorus is of course one of the first conditions for success, and the analyses of the metal in various stages of conversion exactly correspond with the researches made on this point in England by Mr. Bessemer himself.

Textile strength of Neuberg steel.

Number of hardness.	No. 1 to 2.	3.	4.	5.	6.	7.
Percentage of combined carbon	1. 12 to 1. 58	0. 88 to 1. 12	0. 62 to 0. 88	0. 38 to 0. 62	0. 15 to 0. 38	0. 05 to 0. 15
Tensile strength in tons per square inch.....	not tested.	63. 13 to 74. 61	51. 65 to 63. 13	40. 17 to 51. 65	34. 43 to 40. 17	28. 69 to 34. 43

The steel No. 5 corresponds to the material used in England for railway tires, crankshafts, and the working parts of machinery. The No. 6 is used for boiler plate, bridge work, gun-barrels, &c., and the softest kind for sheet steel, wire, and similar articles. The prices at present are, per ton, about four ingots, £16; bars, £28, 10s.; boiler plates £30; welded tires, £32; prices which will be, in time, largely reduced by the wider development of the manufacture and increased facilities of communication.

The Rauscher company at Heft, in Carinthia, use the spathic ore of the Erzberg, an iron mountain about 100 English miles south of the government works spoken of above. Their pig iron is extremely well adapted to the Bessemer process, containing four and one-fourth per cent. manganese, one and three-fourths silicium—sulphur and phosphorus, no traces found. Last spring their works were capable of producing 4,000 tons of Bessemer steel per annum. The ore is quarried as at the iron mountains of Lake Superior, and can be got out at a cost for wages of 8 to 10 cents per ton. The prices of these products at the works are, for white pig iron, about £4 15s.; gray Bessemer pigs, £5; spiegeleisen, £5; Bessemer steel ingots, £12. But it costs some 10 shillings per ton for freight to the nearest railroad station.

Are they mistaken who suppose that Trieste is to be, one day, the great central market in this part of the world of cheap iron and steel of the first quality?

Let me add to this digression that two or three months hence Trieste will possess three large dry-docks, the two at the arsenal of the Lloyd company and a new one now in construction at Muggia, directly opposite the Lloyds, across the bay. It belongs to the company called the "Stabilemento Tecnico," and is intended to admit the largest frigates, having a length of 360 Austrian feet with an entrance 64 feet in width, having a depth of 24 feet at mean tide.

The above-given facts are introduced to add weight to the suggestion that if in the future it should become necessary for the United States to maintain a squadron in these waters, no port will probably be able to present equal advantages, as a station for repairs and refitting, to that of Trieste.

To return, the second resolution of the committee requires no comment. Of the two roads mentioned in the third, from Villach to Brixen is a direct continuation of the branch line now in operation from Marburg on the Southern railroad via Klagenfurt to Villach; and its object to form a connection with the great road just opened across the Brenner Pass, while the branch from St. Peter to Fiume is to give the southern line a new connection with the Hungarian system at the last-named port.

The fourth, rather tamely expressed resolution, is based upon a discussion in the committee's report of the representations of the Trieste memorialists, whose range of vision is confined in the main to the limits of their city.

The fifth resolution gives expression to the very wide-spread jealousy of the Southern Railroad Company, that huge monopoly which is still without competition in the business of transportation to and from this port landwards. Whether or not the company employ its advantages with an eye singly to its own interests, regardless of the public weal, is a question which does not call for my opinion in this communication; but it may properly be stated that no act of Bruck—that minister who afterwards committed suicide—is more often still spoken of with disapprobation than his sale, for a very long term of years, of the railroad to the French company which now holds it. The financial necessities of the government have compelled it, however, to entrust that company with the execution of those public works, which are indispensable to the development of the economical resources of the southern provinces of the empire, to their security in time of war, and to meet the danger that the course of trade may be diverted to some other route.

No adequate reasons have been indicated, in the preceding pages, why the Austrian and Hungarian governments, at a period of such financial difficulty, should venture to add to their public debt the costs of the proposed harbor improvements at Trieste and (to a less extent) at Fiume; I pray your attention to some of the more important points in their projected extension of the Austrian and Hungarian railroad system.

The completion of the Hungarian "railroad net," to use the German expression, as wrought out by the board of public works, requires counting in extensions, branches and connections, no less than 25 new lines to be constructed. Of a part of them the final surveys have been made; others await only the determination of route; while, as to the rest, their practicability and the question of profit are still undecided; but the trunk lines in all directions are secured. From a letter of Mr. Francovich, accompanying his map, I translate the following notes:

The main lines are these: From Pesth to Fiume, from Pesth into Gallicia, and from Pesth into Transylvania. The Pest-Ofen-Fiume line being one of the most important since it is to connect the capital of Hungary with that of its neighbor Croatia (and with the sea,) and will be a continuation or completion of the Alföld and Slavonic roads, I will at once proceed to the consideration of a line of such weighty import to my consular district. The entire length of the line is 74½ German miles, (about 350 English miles,) of which 31½ miles (140 English miles) from Ofen to Keresztur and seven (33 English miles) are already in operation. As this line includes about two miles of the Kanisa-Fünfkirchen, we may reckon 40½ miles (185 English miles) as in operation, leaving but the two links Zakary to Agram, 13½ miles, (62 English miles,) and Carlstadt to Fiume, 31½ miles, (161 English miles,) to be constructed. The surveys for these roads are complete, excepting the details necessary for fixing the position of the road-bed. The connection of the interior with the coast is to be improved by a branch of the Carlstadt-Fiume line to Segna and finally to Spaleto. As far as Segna the route is already surveyed, beyond that point only reconnoitered.

The Alföld road from Grosswardein via Czalea, Szegedin, Theresianopol and Zombor to the Danube, and, continued this side that river, to a junction with the Ofen-Fiume line, is held to be one of very great future importance, when the Carlstadt-Fiume road is once in operation.

A no less important connection is the projected line from Essek to Sissek, intended to connect by the shortest possible route the south-eastern part of the kingdom with the Adriatic, and forming a part of the Alföld road. There is here a choice of routes, the one up the valley of the Drave to Agram, the other in the Save valley to Sissek. The former being a parallel line to the Mohacs-Kanisa road, and not far from it, it is more advantageous to cross from Essek via Diakovar to Brod, and thence, as the navigation of the Save is becoming ever more difficult, up the valley of that river to Sissek. That town already receives 3,500,000 bushels of wheat from Hungary; and Brod, lying opposite the opening of the Brszna valley, will become the center of the Bosnian export trade. This line is 10 miles (47 English miles) in length, the branch to Brod 5½ miles (25 English miles.) The surveys are being made by a private company.

The opening of the roads, whose construction is assured, will give Fiume connection with the steam navigation of the Save, Drave, and the Danube, and

beyond the latter river, with Lemberg and Czernowits, the capitals of Galicia and the Buckowina, and at some future period with the important city of Galatz and part of Moldavia. That the branch road to Brod must eventually be continued down the Save valley to Semlin, and there join Cyfenz with the line already chartered from Belgrade to Adrianople, a glance at the map will show. By the new branch running southerly east from St. Peter to Fiume that port will have direct access to the Southern railroad, and the proposed new line from Laibach to Villach will enable her to share with Trieste the advantages offered by that development of the system of Austria proper, to be commented upon hereafter.

To return to Trieste. The map shows that the Southern road has already in operation two main branches, from Steinbruck to Agram, and from Pragerhof via Kottori to Ofen-Pesth, by which Trieste is secured close connections with all the grand routes just spoken of in connection with Fiume; but these connections are under the control of that powerful company which is regarded with so much jealousy. What there is to hinder the construction of a new line hence to Fiume, thus securing a shorter and more direct connection with the Hungarian system, as well as a competition of the Southern road, I have thus far been unable to discover. With a view of securing more direct communication with the German system of roads, the Southern company has now opened a branch from Marburg up the valley of the Drave via Klagenfurt to Villach, which is to be extended to Brixen, on the route nearly open from Innspruck over the Brenner pass into Italy. A still shorter route to Innspruck, and therefore to Munich and the Rhine, will be gained by this port, when the branch above mentioned from Laibach to Villach shall be open. But of far greater importance to this port than any of these branches is the Rudolph railroad, the route of which was determined but a few days since.

This road, having its station in this city, adjoining that of the Southern railroad, runs along the sea-shore until near Duino it turns more northerly, and via Gorizia passes up the valley of the Isonzo to the Predil pass, which it crosses, and thence reaches Villach, and thus becoming a formidable rival of the Southern road in the south German trade, over the Innspruck Brenner route. From Villach the goal of the Rudolph road is a point nearly due north on the Vienna-Linz line, a short distance east of the latter city, but the route makes a wide bend to the east, partly owing to the position of the mountain ranges, and partly for the sake of connecting with the Bruck-Leoben branch of the Southern road, thus gaining an outlet over the Simmering to Vienna.

As the new Franz-Joseph road, from Vienna via Budweiss to Eger, in the extreme northwest of the empire, will have a branch to Linz, the Rudolph road will give the shortest possible route from these seas to Prague, Leipzig, &c.

It was long a question whether the Rudolph road should be laid out via Verona and the Brenner Pass to Innspruck or take its present route. The cession of the Venetian territory has of course determined the point in favor of the latter and much to the advantage of Trieste. For, to Innspruck this route is 100 miles (English) shorter, to Vienna 25, to Prague 100, and, what is of no small consequence, it gives this port a line to the north and northwest competing with the Southern road.

That the old internal policy of the Austrian government has at length gone to the tomb of things past, is, happily, no longer a matter of doubt. The last dozen years have given its people a decimal currency brought to the standard of the German thaler, cheap postage, a cheap telegraph, to be further reduced in cost on the first of January, abolition of the passport system, comparative liberty of conscience, and a freedom of discussion and the press, which makes an old resident sometimes exclaim, "Is this indeed Austria!" A wise and energetic internal policy for a hundred years has produced upon the bleak and sandy plains of Brandenburg and Prussia, a race of men; an opposite policy

has given to the Austrian empire in their glorious mountain valleys, and on the fertile lowlands, along the Danube and its branches—subjects. The two met last year at Königsgratz, and the bubble of Austrian military supremacy burst. Rational and wise views of home policy have, at last, found a hearing at Vienna, and public works no longer are undertaken with a view, mainly, to military strategy.

It is noteworthy, as illustrating this, that in the extension of the railroad system, the old centralizing policy, by which all the trunk lines were to radiate from the capital, as in France, has been abandoned.

The prime object of the public works, which form the subjects of this despatch, is, of course, the development of the economical resources of the empire.

The Hungarian "net" alone extends over a space larger than New England; but as it will control the trade of Servia, and, to a large extent, that of Bosnia, a district equal to the State of Maryland is to be added.

But, to give a clearer view, imagine the State of Illinois, and the contiguous half of the States of Iowa and Missouri, surrounded by chains of lofty mountains, except on the west. The space thus enclosed will well represent Hungary and its dependencies; the Mississippi, the Danube; the country west, the vast plains of southern Russia; Lakes Michigan and Huron, the Adriatic; Chicago, Milwaukee, and other lake-ports to the north, Trieste, Fiume, and the ports of Dalmatia. It must not be forgotten, however, that, as to the points of the compass, the position is exactly reversed, and the Adriatic ports have the great advantage over those of the lakes, that their navigation is upon waters where practically winter is unknown, and the mountain ranges are so placed, that they are the only easily accessible sea-ports.

The comparison of these two wide extents of territory holds good also in their fertility and productiveness, while the climate here is decidedly milder. The yield of breadstuffs is enormous, and their quality is unsurpassed.

I have not the means of satisfactory comparison at hand, but am of opinion that, however extensive the Hungarian railroad system may seem at first view of the map, its aggregate in miles is less than that of the roads already in operation and construction in that portion of the United States taken for comparison above.

This system of roads, then, is one to be constructed and supported by a territory as large, and by a population—perhaps also an aggregate of wealth—several times larger. It must be left to the fancy to estimate the amount of breadstuffs, malt, hops, wine, hemp, flax, tobacco, (if its culture be made free and encouraged as in contemplation,) dried fruits, cattle, sheep, wool, hides, lumber, staves, and other products of farm and forest, which ten years hence, can easily be produced for exportation in these provinces, and which, so far as taken by Africa, France, and England, must pass through the Adriatic ports. Their own prospective internal and export trade there amply justify the Austrian and Hungarian ministries in borrowing any sums necessary for improving their home communications, and their connections with the sea-coast. But their views are wider, more far-reaching.

They contemplate nothing less—to the east and northeast—than attracting to the Adriatic ports no small portion of the increasing trade of the Lower Danube and southwestern Russia, which now passes through the stormy Black sea and the Dardanelles, and to the north and northwest, the opening of a way for 60,000,000 industrious and enterprising people in central Europe, to compete on more equal terms with England and France for the trade of the Levant.

In the carriage of mails, passengers, and articles of high value in small bulk, the lines diverging from the head of the Adriatic, will, at no very distant time, find rivals in roads from the Danube to Constantinople, and in the still more feasible one to Salonica, with steam navigation down to the gulf of the same name, and across the Archipelago to Smyrna; in the west they have one

already in the Italian line that reaches the lower Adriatic at Brindisi ; but it is firmly believed here that most of the heavy trade, which that part of Europe lying north of the Alps and between the Rhine and the Carpathian mountains is in the future to carry on with countries around the eastern Mediterranean and beyond the Isthmus of Suez, will pass through Trieste and Fiume.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of the exports from this port to the United States during the several quarters of the year ended September 30, 1867, compiled from official invoices.

Quantity and description.	Total value, including costs and charges.
89 bales and 20 bags anise seed	} \$154,743 84
10 casks colocynths	
25 casks, 14 barrels, and 178 cases gum-arabic	
483 barrels, 65 bags, 172 casks, and 67 bales mustard seed	
590 casks, 229 barrels, and 24 cases prunes	
774 casks, 4,196 barrels, and 1,080 cases currants	
45 bales laurel leaves	
44 stands turpentine	
10 cases white lead	
43 cases sponges	
50 cases maraschino	
30 barrels vermilion	
15 barrels argol	
39 bales codilla	
24 bales herba salvia	
50 bales corals	
20 bales carobs	
20 bales orange peel	
10 bales bay berries	
290 bags juniper berries	
16 barrels suisse seed	
31 bales sundries	
Total value	154,748 84
Total for second quarter ended March 31, 1867	104,632 22
Total for third quarter ended June 30, 1867	60,533 27
Total for fourth quarter ended September 30, 1867	68,266 81
Grand total	388,181 14

SWITZERLAND.

BASLE—AUGUST L. WOLFF, *Consul*.

JULY 16, 1866.

Comparative statement showing the description and value of the exports from Switzerland to the United States during the years 1866, 1865, and 1864, (compiled from official invoices.)

Articles.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total 1866.	Total 1865.	Total 1864.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Silk goods.....	7,284,140	3,629,065	4,622,881	2,197,425	17,733,511	20,098,452	18,584,560
Silk ribbons.....	4,498,996	2,662,327	3,979,551	2,326,606	13,467,540	9,255,359	6,640,745
Ferret silk.....	111,320	26,584	33,089	47,062	217,995	370,156	.....
Raw silk.....	40,540	14,810	70,630	.....	125,980	.....	.....
Cotton goods.....	2,443,882	1,094,386	630,779	1,004,249	5,173,296	4,268,900	1,647,335
Curtains and embroidery.....	668,637	517,547	1,084,772	965,182	3,236,138	1,132,231	352,277
Bolting cloths.....	52,985	49,151	58,711	60,199	221,046	266,497	226,623
Watches and part of watches.....	3,170,115	3,097,485	2,962,626	3,863,182	13,093,408	11,301,954	8,477,192
Music boxes.....	35,362	70,066	114,972	79,768	300,108	108,399	72,482
Straw goods.....	778,955	319,430	757,713	1,323,697	3,179,795	1,521,184	806,700
Leather.....	14,750	5,337	49,177	41,621	110,885	.....	22,125
Cheese.....	141,691	188,239	233,384	136,816	700,130	490,895	241,573
Liquor.....	29,554	18,855	12,876	14,558	75,843	65,706	37,695
Cigars.....	39,905	70,419	13,594	.....	123,918	30,727	32,399
Dyestuff.....	10,006	11,408	4,278	19,699	45,391	100,115	8,905
Miscellaneous.....	127,449	197,974	274,205	253,761	853,389	289,474	106,031
Total.....	19,448,287	11,973,023	14,903,238	12,333,825	58,658,373	49,280,049	37,256,642

Statement showing the description and value of the exports from Basle to the United States during the year ended December 31, 1866, (compiled from official invoices.)

Description.	1st quarter, from March 31.	2d quarter, from June 30.	3d quarter, from September 30.	4th quarter, from December 31.	Total during year 1866.	
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Dollars.</i>
Silk ribbons.....	4,210,738 25	2,434,198 03	3,932,356 16	2,268,139 21	12,845,431 65	2,440,632 00
Silk stuff.....	386,129 80	292,516 10	266,718 06	108,849 30	1,054,213 26	200,300 52
Ferret silk.....	111,320 22	26,524 50	33,089 40	47,062 25	217,996 37	41,419 31
Straw goods.....	652,733 67	258,942 26	620,436 67	1,160,332 77	2,698,445 37	512,704 62
Matches.....	2,335,583 04	2,331,385 11	2,090,449 70	2,792,249 47	9,549,667 32	1,814,436 79
Cheese.....	141,690 99	188,239 43	233,384 11	136,816 00	700,130 53	133,024 80
Liquors.....	29,553 60	18,854 55	9,631 65	14,558 45	72,598 25	13,793 67
Dyestuff.....	10,006 20	11,407 90	4,277 70	19,698 95	45,390 75	8,624 25
Miscellaneous.....	37,013 18	37,413 35	34,855 48	88,911 36	198,193 37	37,656 74
Total.....	7,914,768 95	5,599,481 23	7,231,198 93	6,636,617 76	27,382,066 87	5,202,592 54

JULY 16, 1867.

I have the honor to transmit herewith the annual report of the trade and commerce of Switzerland with the United States and other countries for the year 1866.

Switzerland is more or less depending on the commercial relations with the United States. Prosperity and a good trade in the United States, as the great consumer, produce rejoicing among the manufacturers; and so great satisfaction was evinced by all Switzerland at the close of the American rebellion.

Factories were reopened, the dismissed laborers recalled, machinery of every description set in motion, and all branches of industry worked vigorously to make up for the losses sustained during the civil war.

The total exportation from Switzerland to the United States was in 1864, 37,256,642 francs; 1865, 49,280,049 francs; 1866, 58,658,373 francs.

The increase of exportations was remarkable, as were also the high prices obtained for various fabrics; this was especially the case during the two last quarters of 1865, and the first two quarters of 1866.

The ribbon manufacturers had also a good return, and a great activity was to be noted in this branch, especially in the manufacture of plain (*unis*) ribbons but very dull in *faconnés*, (fancy,) which latter have been in no demand for the last few years. A number of manufacturers of *faconnés* have altered their looms for the manufacture of "*unis*," while others permit theirs to remain idle.

At the end of 1866 fashion altered partly in favor of *faconnés*; this was more the case in England, and since that time, heavy orders are received from there; and in a very short time it is expected that that style will be adopted in all countries.

The total exportation from this consular district to the United States amounted in 1864 to 14,119,723.94 francs; 1865, 19,939,068.18; 1866, 27,382,066.87 francs.

Trade was favorably reopened in the United States, confidence restored in all parts of the world, and no one thought that peace would be disturbed; but already in the months of April and May heavy clouds were hanging over Europe, most all orders then in the factories were cancelled, a great stagnation in all kinds of business took place, the war between Austria and Prussia commenced, business was entirely suspended, and great fear was apprehended that other powers would be engaged, and a general war over the whole continent was expected.

The short and successful campaign of the Prussians is known.

Before, and during the campaign the money market was heavy, discount high, and large sums of United States five-twenties sold and returned to the United States; this affected the money markets, produced some activity among the gold speculators, and the premium on gold went higher, a number of banking houses and manufacturers failed, and a panic prevailed.

On the declaration of peace, confidence returned by degrees among business men and capitalists, encouraging also the manufacturers to renewed activity.

Already, in the month of August, more so in September and October, orders from Paris, England, and other countries arrived, and a prosperous business was expected.

During the war large quantities of merchandise were withdrawn from the Austrian and German markets and reshipped to the United States, which overstocked the market; large quantities were unsold, others were sold at heavy losses, and in many cases brought only the commission and customs, and the manufacturer received nearly nothing for his goods.

The market in the United States was so overloaded with all kinds of merchandise that many articles could be purchased for a lower price than in Europe; some of the manufacturers expected a change in the fashion, and had to sell on account of the style and pattern; others were waiting for the next season, in the expectation of better prices. The spring season of 1867 came, but very little or no improvement, notwithstanding raw silk keeps high.

The overloaded market in the United States, the heavy losses sustained, raw silk high, and a very few sales made, induced the manufacturers to send very little—only to keep up the assortment of their large stocks; therefore, the exportation from this consular district decreased.

The exportations for the two first quarters in 1866, were 13,514,250 18 francs; same period, 1867, 9,272,575 16 francs.

The successful campaign of the Prussians, caused by the superiority of their arms (needle guns) and efficiency of their whole organization, caused much apprehension for their safety among crowned heads, and since that, all the powers are engaged in perfecting the arms and munitions of war; the breech-loading rifle invented in the United States became the great favorite among military men.

Breech-loaders became the great topic of conversation in the shops, in the parlors, hotels, and newspapers, and "without them no safety" was the cry over all monarchical Europe; the manufacture of this deadly weapon goes on with great rapidity, all hands are employed, besides large orders were given to the United States; every king and prince will have them in great numbers. Europe looks like an armed camp, and the poor people have to pay high taxes to please the madness and foolery of the princes.

THE "SAMPLE MEASURE" AND ITS EFFECTS.

Circular No. 59, of April 20, 1866, and received on June 4, ordered certain consular officers to require samples of all merchandise of a nature to be sampled, which measure has been in force since July 1, 1866, and applied in this consular district to silk, ribbons, and silk stuff, &c.

The measure itself is, as I have stated in several despatches, a wise one, and as it is in operation over a year, I am now more able to express my opinion of the results and effects.

The first months' experience taught me that a true knowledge of the sampled merchandise was the condition *sine qua non*, and found immediately that the examinations and comparisons of samples was the best school in which to become an expert.

I perceived the difficulties in the examinations, the more so, as nearly every manufacturer makes his own special quality, the value has to be found partly in the material used, in the width and in the color.

The ribbon manufacturers employ with great skill all kinds of silks, mixed with other fibres; large exportations of *choppe* (falling off) ribbons and silk mixed with cotton have been made, and so skilfully manufactured that good judges of ribbons have been deluded.

The samples I receive are about 24 centimetres in length, and I have requested the manufacturers to give no end pieces, but a fair averaging sample; the sample cut from an end piece holds no comparison with a piece cut from the middle.

The manufacturer has it in his power to delude me in sending a sample from a piece less finished or of a less quality; it is, therefore, also necessary that the appraisers of the custom-house satisfy themselves of the correctness and prevent fraud upon the revenue.

I have not the slightest doubt that since the sample measure has been introduced, less frauds have been contemplated; the more so since the better organization of the measure has been effected, which has taken place in this district since last fall.

In many cases of undervaluation I informed the manufacturer that I had compared their prices with others, and found them entirely too low, which induced them to raise the price before the legislation had taken place, and in some cases where the prices had not been raised I informed the collector of customs of the facts.

The customs on manufactured silk is 60 per cent. ad valorem. This induces often an undervaluation, either on the part of the manufacturer, (as one said in a conversation "that his house had always the same price for the last 20 years,") or it is the importer who contracts with the manufacturer to put a certain price in the invoice, no matter if market price or not—"it must be the price to make something."

The honest manufacturer received the sample measure with great satisfaction; he expected for his legitimate trade an ally. The dishonest manufacturer spoke of a burdensome formality, an abuse to make and keep such a control. Whoever complained had a purpose in view which was most certainly not in the interest of the revenue. The truth of this I found in a conversation with a manufacturer who was also against the sample measure, and who was caught for undervaluations by the collector in New York, and had to pay a fine of several thousand francs. He had in view to bring a suit against the collector, stating that he was an honest man and never had done any dishonest transactions, and that his firm was known everywhere as being very respectable. After I had questioned him closely if he had sold any of the same quality on the Continent, when and where and at what prices, he answered that they had made sales at several places, but about 15 per cent. higher, and acknowledged that he had done wrong to the United States revenue to be induced by the importer to put such prices in the invoice. A few days after that his partner appeared in the office on some business, and acknowledged the statement of the former with a smiling face. About 10 days after the conversation had taken place he appeared again, stating that the collector was not satisfied with the fine, but had preferred to seize the cases. This heavy loss gave him a long face, and representing himself innocent, he denied *in toto* the acknowledged fraud by his partner. The fine of only several thousand francs made one partner acknowledge the fraud; the seizure of the cases, a heavier loss, made the other deny the truth.

For the better organization, I have a large ruled book, with columns for all the different qualities, number, and widths of ribbons, in which every invoice—the name of the shipper, importer, date, and prices—may be placed every day. This enables me to make comparisons, and to remark the prices of all the shippers in a moment, and I have found it to be a great assistance to this office; therefore I recommend it to others. From this is furnished the collector and revenue agent semi-monthly copies, and I have no doubt that they find them very useful.

JULY, 16, 1867.

Statement showing the description and quantity of the imports, exports, and transit trade of Switzerland during the year 1866.

IMPORTS.

Description.	No. or quantity.	Description.	No. or quantity.
Cattle and other animals .	221, 868	Iron, wrought.....	250, 827
Loads of wood, coal, plaster, lime, &c	582, 848	Iron, cast.....	121, 175
Different merchandise, quintals	8, 836, 204	Madder.....	31, 008
Of which the following are the principal articles:		Machinery	56, 736
Brandy and spirit, quintals	101, 995	Metals, raw	53, 374
Butter and lard.....	32, 895	Oil.....	276, 125
Cheese	8, 263	Petroleum	-----
Coffee and coffee substitute	147, 884	Paper	11, 139
Cotton, raw	336, 761	Rice	83, 313
Cotton yarn and cloth....	53, 941	Seeds	70, 498
Dyewood and material....	59, 495	Salt	154, 342
Drugs and druggist ware	59, 025	Soap	27, 014
Flax hemp	14, 511	Sugar	227, 413
Flour and grain	3, 994, 685	Silk, raw and chopped ...	38, 201
Furniture and glassware..	65, 561	Steel ware, &c.....	65, 941
Iron, raw	242, 443	Tobacco, leaf and manuf'd	89, 767
		Tallow and fat	20, 912
		Wool, raw and manuf'd .	65, 347

Statement showing the description and quantity of the imports, &c.—Continued.

EXPORTS.

Description.	No. or quantity.	Description.	No. or quantity.
Cattle and other animals .	119, 239	Hides	54, 509
Wood and charcoal, francs.	6, 428, 476	Machines	60, 872
Miscellaneous merchan-		Silks, half and cotton .	55, 065
dise, quintals.....	1, 192, 280	Watches.....	3, 241
Of which the following are		The transit through Switz-	
the principal articles:		erland during the year	
Butter, quintals.....	16, 349	1866 amounted to—	
Cheese, quintals.....	251, 046	Cattle	111, 187
Cotton yarn and cloth,		All kinds of merchandise,	
quintals	229, 649	quintals	1, 060, 655

POST OFFICE.

Francs.

The administration of the post office had a net income of 8, 617, 815. 66 francs ;	
of which amount there was paid by travellers and their luggage.....	2, 033, 765. 24
For letters, &c.....	3, 601, 329. 12
For packages	2, 287, 278. 79
Post office money orders have been issued during the year 1866 to the amount	
of.....	10, 850. 00
And payable in Italy to the amount of.....	518, 341. 49
14,770 issued in Italy and payable in Switzerland amounted to.....	2, 903, 773. 91
12,170 issued in Switzerland and payable in France to the amount of	512, 667. 89
11,111 were issued in France and payable in Switzerland to the amount of..	473, 431. 86
In Switzerland were issued during the year 1866, 422,687, and payable to	
the amount of.....	32, 701, 176. 97
Switzerland has 3,216 telegram offices, and issued during the year 1866, for	
the interior, 767,217 despatches, for which were paid	400, 152. 80
Issued here for other states, 285,758, and paid.....	373, 030. 79

The price of a despatch for the interior of Switzerland is one franc for 20 words, and will be reduced on the 1st of January, 1868, to 50 centimes for a despatch of 20 words.

Statement showing the description and value of the exports from Basle to the United States for the quarter ending June 30, 1867, (compiled from invoice book.)

Description.	Am't in dollars.
Silk ribbons	165, 642 23
Silk stuff.....	16, 215 63
Ferret silk	6, 649 29
Straw goods	60, 727 07
Watches	326, 046 83
Cheese.....	39, 887 68
Liquors	2, 121 55
Dyestuffs	595 89
Sundries	14, 458 00
Total	632, 344 17
Total for quarter ended September 30, 1867	999, 950 76
Total for 6 months	1, 632, 294 93

ZURICH—CHARLES A. PAGE, *Consul*.

DECEMBER 31, 1866.

The total value of exports from this consular district to the United States during the quarter ended March 31, 1867, amounts in value to 1,781,774.99 francs.

	January.	February.	March.	Total.
	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>	<i>Francs.</i>
Silk, raw			8,852.00	8,852.00
Silk goods	1,616,604.03	1,028,919.39	1,065,698.52	3,711,221.94
Silk ribbons		26,633.60	8,182.95	34,816.55
Cotton goods	299,187.15	299,251.33	211,433.69	809,872.17
Curtains and embroidery	482,746.90	358,231.01	348,986.49	1,189,964.40
Straw goods	59,568.90	37,943.85	35,315.75	132,828.50
Bulging cloth	12,254.63	17,110.05	11,290.00	40,654.70
Sundries	41,542.55	24,285.18	62,212.90	128,040.63
	2,511,904.18	1,792,374.41	1,751,972.30	6,056,250.89

Statement showing the description and value of exports from this port to the United States for the several quarters of the year ended September 30, 1867, (compiled from consular returns.)

Description.	Value.
	<i>Francs.</i>
Silk goods	2,007,207.90
Cotton goods	264,684.00
Straw goods	161,492.70
Catholic articles	59,125.75
Cheese	21,744.65
Woollen goods	2,875.65
Watches and watch materials	21,801.60
Embroideries	4,188.70
Bolting cloth	60,198.90
Hair goods	9,766.50
Books, images, &c	7,091.65
Wine, cherry brandy, &c	5,125.90
Ribbons, floss, and sewing silk	79,826.55
Sundries	2,655.55
Total for quarter ended December 31, 1866	2,707,786.00
Total for quarter ended March 31, 1867	4,153,788.01
Total for quarter ended June 30, 1867	1,950,697.60
Total for quarter ended September 30, 1867	4,281,517.78
Grand total	13,093,789.39

ST. GALLEN—EDWIN COLLIN, *Consular Agent*.

MARCH 31, 1867.

Statement showing the description and value of exports from this consular agency to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.
	<i>Francs.</i>
Cotton goods	641,780.23
Embroideries	1,191,964.40
Silk goods	67,897.70
Cheese	374.20
Sundries	2,446.35
Total for quarter ended March 31, 1867	1,904,462.88
Total for quarter ended June 30, 1867	968,702.87
Total for quarter ended September 30, 1867	1,226,128.11
Total for 9 months	4,099,293.86

ITALY.

BRINDISI—F. B. HUCHTING, *Consul*.

OCTOBER, 19, 1867.

I have the honor to transmit herewith my first annual commercial report. In beginning with the harbor, I enclose for the information of the department a chart of the same, by which can be easily seen that the natural accommodations are great and the harbor one of the safest.

In the ancient Roman times this city, then called Brundisium, was the place for embarking and disembarking for their great wars. The harbor and port of the city were destroyed by Cæsar when he blockaded Pampeji, who was lying in the city with his forces.

Since that time epidemics and earthquakes reduced the city to a very small, unimportant place, with hardly any business and navigation; but remains of large fortress walls, palaces, &c., speak of its former greatness.

When the Mediterranean railway was finished, which connected Brindisi with most every city of Europe, the eyes of the mercantile world were again called to this place as the best and most natural connecting point with the east.

Speculators from all countries came here in the expectation of finding a new El Dorado. An English company offered to the Italian government to spend millions of pounds sterling on the harbor, building docks and warehouses, &c., under the condition of certain privileges. This was not accepted; very probably on the ground that the Italian government was afraid of the jealousy of France. But since that time the government is spending here yearly a large amount of money—that is for Italy—to do the most necessary works in restoring the harbor, building quays, and deepening the waters. The Parliament has for that purpose made an appropriation of 6,000,000 francs, about \$1,500,000.

A fine quay is built in the inner port. The eastern part, now finished, is intended for the steamers of the East India mail; but in the entrance the water is not deep enough at present, and wants steady work by good machines to make it sufficiently deep before the arrival of steamers. The machines at present at work are old, and for the most time useless for want of repairing.

In the outer harbor the intention is to close the "Bocca di Puglia," to keep out the heavy storms and waves, and prevent the entrance of the drifting sand.

The outer fortress on the Isle of St. Andrea, which is used for a military post, hospital, and light-house, will be connected with the shore by a levee.

On the east side of the fortress will also, for the security of the harbor, be built a levee of 1,000 feet long and 24 feet wide. On the west shore the intention is to build a stone levee of artificial stone blocks. The blocks are made out of small fine stones, lime and Poppuoli earth. This earth is called after the place Poppuoli, in the neighborhood of the Vesuvius, which has thrown out the earth. The whole composition is pressed together in wooden boxes and then dried by the air.

All these undertakings will be completed by the middle of the year 1869. The most work is done by the convicts who are condemned to hard labor. There are about 900 here, who are kept in the inner fortress, which was built by Frederic Barbarossa.

In the first nine months of the present year no American ships arrived here. The total arrival of ships of other nationalities was, in the first six months, sailing vessels, 283; steamers, 127; sailing vessels in transit, 100. Total sailing vessels, 183; steamers, 127. The vessels were of the following nationalities:

	Sailing vessels.	Tonnage.	Steamers.	Tonnage.
Italy.....	112	8,720	76	35,693
Austria.....	4	441	50	23,388
England.....	15	4,988	1	300
Greece.....	25	772	-----	-----
Turkey.....	22	682	-----	-----
Prussia.....	5	2,122	-----	-----
Total.....	183	17,725	127	59,381

The imports and exports for the same time were:

	Imports.	Exports.
England.....	\$81,338	\$5,912
Austria.....	42,100	33,976
France.....	28,662	8,081
Turkey.....	70,411	2,747
Greece.....	19,096	7,614
Italian free ports.....	5,927	3,976
Egypt.....	297	9,822
Prussia.....	421	-----
Holland.....	386	-----
Switzerland.....	77	-----
Total.....	248,715	72,123

This shows that very little business is carried on here. In reality there are no merchants here, and what business is done is transacted by commission.

At present three different lines of steamers arrive here weekly: 1st, the Austrian Lloyd; 2d, the Peirano Danovaro & Co.; 3d, the Adriatic Oriental.

The Lloyd's steamers leave Trieste, stop at Ancona and Bari, go from here to Corfu and stop at some of the smaller Greek islands, and go from there to

Smyrna, where they connect with the steamers of the same line that go to the Levant.

The Peirano Danovaro & Co.'s steamers leave Ancona and stop at almost every place on the east and west side of Italy as far as Genoa, from whence they go directly to Marseilles.

The steamers of the Adriatic and Oriental line run directly between here and Alexandria, in Egypt.

By the 1st of February, 1868, a trial will be made to send the East India mails once in a month here, instead of Marseilles. The English government has called for proposals to carry the mail. The contract will be awarded by the end of this month, but it is hourly expected that the Peninsular and Oriental Company, which is carrying the mail now to Marseilles, will get the contract. This will bring the mail 39 hours quicker to London than by the old way.

Great improvements and benefits will naturally arise from this for Brindisi ; but the city and harbor are hardly ready to receive them, seven-eighths of the population consisting of farmers who are without energy or enterprise, and expect all the necessary improvements to be made by foreigners. With 100 enterprising Americans this place can, in less than 10 years, be made a place of great importance, and conduce greatly to the improvement of the country and to the especial benefit of those who accomplish the undertaking. Agriculture, as well as everything else, is much behindhand here. No machines, not even those of the simplest description, are to be found here. And it is only since my arrival that two steam mills have been built ; one at Bari and the other at Lecce. Most of the flour used is imported from Austria, and the balance is made here by a very simple process—an ass turning a millstone.

The land is excellent, and under this beautiful climate the receipts are larger than could be expected from the ignorance of the cultivators. In these parts almost every kind of grain or fruit is growing. The average crops and their prices are as follows : Oil, 800,000 quintals, (221 pounds,) 150 to 200 francs ; wine, 10,000,000 hectolitres, (46 gallons,) 44 francs ; cotton, 50,000 quintals, (221 pounds,) 150 to 200 francs ; wheat, 450 panole, (100 pounds,) 6 to 8 francs ; barley, 100,000 panole, (66 pounds,) 6 francs ; oats, 300,000 panole, (53 pounds,) 4½ francs ; corn, 20,000 panole, (84 pounds,) 8 francs ; linseed, 90,000 panole, (80 pounds,) 13½ francs ; figs, 10,000 quintals, (221 pounds,) 22 francs.

Oil, which supports a large part of the population, and which is the chief article of export, is sent to all European countries. In the province of Bari the finest quality is grown. A great part of it goes to France, bottled there, and comes into the market under the name of "Provence oil." Our merchants in the States would do well if they would import their fine oils directly from here. The common oils are used for machines, &c. A great deal goes to Russia, the ritual of their church compelling them to burn olive oil on certain occasions.

The wine is very good and cheap, but strong, something like port wine. It is used here in great quantities, because the water is bad and the people use no spirits. It is also exported to all parts of Italy, but not to any other countries, as the wine is too cheap to stand the high import duties.

Cotton has been raised here for a great many years, but it has been much more cultivated since the late rebellion than heretofore. The plant does not grow higher than nine inches, and has to be sowed every year. There are two kinds of seed used. One comes from Barbary, Africa, and the other is the same seed used in this country ; but only the first description of cotton comes into the market. It is very white and good, and is exported to the north of Italy, France, and Austria. From the other quality, which is coarser, the common people make their garments.

A large amount of oats is to be exported to France this year, for which the contract was made last spring.

DECEMBER 14, 1867.

At the beginning of the late session of the English parliament the government laid before them, for sanction, a contract made with the Peninsular and Oriental Company for carrying the East India mails.

The service will be a fortnightly one, instead of two in the calendar month, between Suez and Calcutta and China, connecting at Galle; it will be despatched every alternate Friday, and be delivered in London, all circumstances being favorable, every alternate Monday.

A weekly vessel between Marseilles and Alexandria direct, with another to and from Southampton, touching at Malta.

No contract has been made for a line between Brindisi and Alexandria, on the ground that the port of Brindisi could not be substituted entirely for Marseilles. An extra service has been decided against on the score of the outlay.

The contract is made for 12 years for £400,000 a year. This is £170,000 more than the old contract, but with the understanding that if the profits of the company should rise above 8 per centum the post office department should have a quarter of the excess; but if they should fall below 6 per centum from causes not within the company's control, the subsidy should be increased by the amount of the deficiency. The possible addition to the subsidy should in no case be so great as to bring the total sum to more than £500,000, the original sum asked by the company. When the contract was presented in the House of Commons, some of the members speaking about the saving of time of 36 hours by the Brindisi route, and asking why that route was not adopted, the Duke of Montrose, in behalf of the government, answered:

The Brindisi route was attended with many disadvantages, though the completion of the tunnel through Mont Cenis would, at some future time, be a great argument in favor of its adoption. For passengers there was insufficient hotel accommodation, while the railway was only a single line for 500 miles, and every one connected with railway arrangements could testify that it was impossible to manage a large traffic on a single line with anything like regularity and punctuality.

Vessels not calling at Malta, going direct via Messina, there would be a saving of 24 hours. There was, moreover, a clause in the contract providing that in case the government thought it desirable to change the Marseilles for the Brindisi route, before the expiration of the 12 years, the matter should be referred to arbitration.

I would have reported this matter before, but I was in expectation that some amendments in favor of our place would be adopted by Parliament, but by the news just received I have seen that before closing the session the contract was adopted by both houses.

This is bad news for our place, and leaves hardly any hope for the future. It will leave Brindisi what it is, a place of no business and no importance.

FEBRUARY 13, 1868.

I have the honor to report that after the first of April next the Adriatic and Oriental Steam Company, which is now running between here and Alexandria, in Egypt, will make from that date their starting point from Venice, calling at Ancona, and stop here only a few hours to take passengers and the mails.

Returning from Alexandria they will stop here, in Ancona and in Venice, and go from there to Trieste, disembark and embark goods and return to Venice, where the boats will remain until the day of departure.

For this arrangement, which is made for three years, the company will receive 336,000 francs, equal to about \$64,000 per year, of which the city of Ancona will pay 40,000 francs.

It will be a benefit for passengers to embark at Venice or Ancona, as the tariff by steamboat is cheaper than by railroad, and furthermore as the latter make no allowance for baggage.

The whole arrangement is naturally against the benefit and interest of this place.

GENOA—O. M. SPENCER, *Consul*.

Statement showing the description, quantity, and value of the exports from Genoa to the United States for the years 1866 and 1867.

Description.	Quantity, 1866.	Quantity, 1867.	Value.
Wine.....gallons.	330,000	332,300	\$160,000
Olive oil.....do.	230,050	201,900	228,000
Volatile oils.....pounds.	6,000	7,000	8,000
Comfits.....do.	182,000	150,000	18,000
Manna.....do.	90,000	38,000	10,000
Chemicals.....do.	975,000	510,000	320,000
Salt.....do.			
Soap.....do.	15,500	13,500	800
Fruit.....do.	1,170,000	1,892,000	100,000
Almonds.....do.	145,000	187,000	18,000
Seeds.....do.	1,812,000	2,711,000	180,000
Cheese.....do.	693,000	1,018,000	140,000
Salt meats.....do.	41,000	1,188,000	90,000
Fish.....do.	64,000	418,000	19,000
Hides.....do.	250,000	220,000	40,000
Hemp ropes.....do.	902,000	1,062,000	230,000
Cotton fabrics.....do.	155,000	220,000	1,000,000
Silk cocoons.....do.	13,000	60,000	580,000
Silk, raw.....do.	55,000	264,000	290,000
Silk, manufactured.....do.	77,000	20,000	260,000
Grain.....do.	18,000,000	57,200,000	1,600,000
Rice.....do.	105,000,000	101,000,000	2,600,000
Flour.....do.	1,550,000	3,345,000	940,000
Paste.....do.	4,400,000	9,746,000	360,000
Lumber.....do.	605,000	235,000	15,000
Paper and books.....do.	1,584,000	4,730,000	1,550,000

Statement showing the description, quantity, and value of imports into this port for the years 1866 and 1867.

Description.	Quantity, 1866.	Quantity, 1867.	Value.
Wine.....gallons.	1,890,700	1,224,700	\$556,200
Brandy.....do.	445,180	757,300	458,600
Olive oil.....do.	40,000	476,880	511,600
Other oils.....do.	528,000	925,000	590,000
Coffee.....pounds.	11,121,000	10,230,000	1,675,000
Cocoa.....do.	836,000	728,000	126,000
Pepper.....do.	638,000	550,000	74,000
Petroleum.....do.	960,000	2,175,000	725,000
Sugar.....pounds.	51,200,000	55,600,000	4,044,000
Chemicals.....do.	13,800,000	14,788,400	1,272,000
Paint.....do.	805,000	935,000	200,000
Indigo.....do.	138,000	165,000	150,000
Dye stuffs.....do.	6,050,000	7,500,000	220,000
Wax.....do.	616,000	770,000	176,000
Soap.....do.	330,000	484,000	30,000
Oil seeds.....do.	471,000	1,760,000	80,000
Cheese.....do.	451,000	155,000	176,000
Salt fish.....do.	5,192,000	11,550,000	525,000
Hides.....do.	4,356,000	5,561,000	1,011,000
Leather.....do.	220,000	260,000	35,000
Furs.....do.			
Hemp.....do.	312,000	13,700	8,600
Hemp, spun.....do.	1,216,000	2,080,000	470,000
Linen.....do.	396,000	535,000	485,000
Cotton.....do.	10,120,000	24,684,000	3,306,000
Cotton thread, spun.....do.	1,665,000	2,911,000	1,600,000
Cotton cloth.....do.	1,914,000	2,601,000	2,128,000
Wool.....do.	5,592,500	7,950,800	1,446,000
Wool, spun.....do.	34,000	50,000	45,000
Wool cloths.....do.	4,565,000	8,564,000	14,200,000
Silk, raw.....do.	59,400	74,800	401,000
Silk goods.....do.			
Silk, other materials.....do.	93,000	121,000	1,215,000
Grain.....bushels.	2,397,000	2,414,000	2,560,000
Greens.....do.			
Oats.....do.	213,000	205,000	154,000
Flour.....pounds.	1,042,000	4,081,000	130,000

Statement showing the description, quantity, and value of imports, &c.—Cont'd.

Description.	Quantity, 1866.	Quantity, 1867.	Value.
Charcoal.....pounds..	592,000	112,000	\$7,000
Fire wood.....do..	1,147,500	1,650,000	45,000
Timber.....do..	1,218,800	1,588,000	72,000
Furniture.....do..	77,000	162,800	15,000
Wood works.....pounds..	49,500	58,000	15,000
Paper.....do..	97,000	116,000	17,000
Paper hangings.....do..	64,000	68,000	30,000
Books.....do..	248,600	334,000	340,000
Mercury.....dollars..	958,000	480,000	480,000
Machinery.....do..	92,900	1,299,000	64,000
Rags.....tons..	6,950	18,000	733,000
Pig iron.....do..	24,000	29,000	2,851,000
Iron for melting.....do..	642	1,000	*
Iron manufactured.....do..	866	1,120	332,000
Copper and brass.....pounds..	1,962,000	2,297,000	113,000
Lead.....tons..	296,485	1,161,790	11,600,000
Coal.....pounds..	1,142,000	1,975,000	17,000
Barthenware.....do..	66,000	105,000	13,000
Porcelain.....do..	5,045,000	15,158,000	2,000,000
Glassware.....do..	11,000	21,120	58,000
Cigars.....do..	6,490,000	16,106,000	†
Tobacco.....do..			
Total value.....			56,493,400

* Value included in that of iron.

† Value unknown.

NOVEMBER 26, 1867.

I have the honor herewith to transmit the annual commercial report for this consulate for the year ended September 30, 1867. I regret that the extreme difficulty of obtaining reliable statistical information has necessarily delayed its transmission until the present date.

No changes of material importance in the port regulations or duties affecting the interests of our commerce have taken place since my last annual report.

It will be seen from the accompanying tabular statement, that notwithstanding the general depression and stagnation of business on the continent, owing to the unsettled state of political affairs, there has been a large increase in the movement of the port during the current year. While the imports of 1865-'66 represented a value of \$35,000,000, and the export \$11,000,000, the imports for a corresponding period this year reached the amount of \$56,490,400, and the exports \$15,965,800.

In addition to the above, there is carried on within the limits of this consular district, by the way of the Mont Cenis tunnel and Havre, an important trade in silks and velvets, which is not represented in the accompanying statement, and of which I am unable to furnish any reliable statistics.

The completion of the Mont Cenis tunnel will greatly facilitate this important branch of Italian export. The engineers confidently expect to finish this gigantic undertaking prior to 1871. Of the total length, (12,200 metres,) 7,665 have already been executed, and the work is being pressed forward with commendable activity. In the meantime a temporary track has been laid over the summit of the mountain, which I am informed is now open to traffic and travel.

The grape crop the past season is estimated at about two-thirds of an average yield. This has been owing to the prevalence of the disease called *cryptogama*. Finely pulverized sulphur, dusted upon the vines from time to time during the period of fructification, and occasionally thereafter, is considered an infallible remedy.

On the other hand, the production of silk has been more than an average, the quantity in some of the districts of Lombardy having been quadrupled. This increase is attributed in great part to the introduction of the eggs of the silk-worm from Japan, which has been attended with the most gratifying results.

The number of arrivals of American vessels of all classes during the current year have been twenty, representing a tonnage of 9,482. Number of invoices for the same period 154, representing a value of \$306,000.

As an indication of the revival of American commerce in the Mediterranean, I may state that there is a larger number of American vessels in this port than at any previous period since the termination of the war.

Comparative statement showing the nationality, number, and tonnage of vessels arrived at Genoa during the years 1866 and 1867.

Sailing vessels.			Steamers.		
Nationality.	No.	Tons.	Nationality.	No.	Tons.
Under the Italian flag	3, 100	390, 676	Under the Italian flag	1, 404	273, 489
Under all other flags	349	105, 959	Under all other flags	818	292, 899
Total	3, 449	496, 635	Total	2, 222	566, 388
Total in 1866	3, 417	582, 461	Total in 1866	2, 274	562, 343

Difference between 1866 and 1867: Augmentation, No. 32; diminution, tons 85,826.

Difference between 1867 and 1866: Diminution, No. 52; augmentation, tons 4,015.

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States during the several quarters of the year ended September 30, 1867, (compiled from consular returns.)

Description.	Value.
Kid gloves	\$413 20
Olive oil	1, 010 90
Cheese, chestnuts, and sirup	1, 286 80
Marble	1, 030 40
Filagree	3, 582 50
Paper	2, 607 40
Preserved citrons	1, 728 40
Paste	3, 579 60
Wine	474 00
Hemp	64, 830 94
Mushrooms, &c	694 40
Sundries	8, 575 60
Total for quarter ended December 31, 1866	90, 014 14
Total for quarter ended March 31, 1867	112, 264 80
Total for quarter ended June 30, 1867	18, 092 60
Total for quarter ended September 30, 1867	82, 906 00
Grand total	303, 277 54

LEGHORN—J. HUTCHINSON, *Consul*.

DECEMBER 31, 1866.

I have the honor to enclose herewith my report of the finances and business of this consulate for the quarter ending this day, which report, together with the necessary documents, I transmit through the consulate general.

Three American vessels have cleared from this port, two for the United States and one for Palermo, and nine foreign vessels. The shipments on these

vessels from this port consisted in rags, olive oil, soap, alabaster works, fine arts, paste, wines; also, straw goods and marble, invoiced at Florence and Carrara, the same as formerly.

Two American vessels have arrived, one from the United States and one from Genoa, and three foreign.

The imports from the United States have been petroleum and tobacco.

The exports from this port have decreased very much during the last few months.

I believe the full supply on hand in American ports to be the principal cause of this falling off, although a great scarcity of vessels of all nationalities has been one cause of the small commercial transactions.

I am glad, however, to see an increase in the imports from our country, although but few articles seem to bear importation.

JANUARY 2, 1868.

* * * * *

The following is a statement showing the description, quantity, and value of the imports into Leghorn from the United States during the year ended September 30, 1867 :

Description.	Quantity.	Value.
Tobacco, (hogsheads).....	5, 209	\$833, 340
Petroleum, (barrels)	13, 620	183, 870
Alcohol, (barrels)	4, 984	99, 680
Rosin, (barrels)	643	1, 667
Extract of logwood, (boxes)	2, 000	7, 000
Total .....	.....	1, 125, 597

Statement showing the number of American and foreign vessels and the value of their cargoes which cleared from Leghorn to the United States during the year ended September 30, 1867.

Nationality.	Number.	Value of cargoes.
United States.....	16	\$502, 348 30
Foreign.....	32	596, 784 18
Total	48	1, 099, 096 48

It will be seen that the imports from the United States have been larger during the past year than during the former year.

The price of articles exported does not vary much from that given in my last annual report, although a little higher in consequence of the premium on gold, which is now 15 per cent.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from this port to the United States during the several quarters of the year ended September 30, 1867, (compiled from invoice book.)

Quantity and description.	Value.
	Lire.
7,314 bales rags	1,196,241 84
93 cases canned citrons	20,345 68
15 casks orris root	3,287 43
850 boxes soap	13,320 42
51 quarter jars, 25 half jars, 250 boxes, and 2 casks olive oil	16,113 12
531 bales juniper berries	3,658 00
150 boxes paste	1,112 50
10 bales cork	810 50
5 packages manna	2,504 75
1 box and 5 barrels dried fruits	744 60
153 cases alabaster works	14,184 78
117 bales tow	14,855 65
10 bales flax	1,575 10
Sundries	33,117 83
Total for quarter ended December 31, 1866	1,321,872 20
Total for quarter ended March 31, 1867	1,246,282 06
Total for quarter ended June 30, 1867	1,670,008 91
Total for quarter ended September 30, 1867	937,570 75
Grand total	5,175,733 92

MESSINA—F. W. BEHN, *Consul*.

AUGUST 21, 1867.

I regret that I have to inform you that the Asiatic cholera has considerably increased in this city and its suburbs. The number of deaths is from 80 to 100 a day. The greatest mortality is in the suburbs, and therefore among the lower classes.

All the inhabitants possessed of sufficient means have left the city—the number is estimated to be at least 60,000—they live in the surrounding villages. Every house or cottage in the mountains is crowded, and those unable to find shelter in the country are on board of boats and lighters, or camp along the sea shore under tents.

Not a single office of a Sicilian merchant is kept open, business is at a stand, no one thinks of paying his debts. The few provision stores which are found open have been re-opened by order of the mayor, who sells for the account of whom it may concern.

I have been for two days without bread, and found much difficulty in getting a little beef. Fowls are not to be had at any price.

Our mayor, a very wealthy and, therefore, independent gentleman, is the only one remaining to attend to the business of the city. He has been abandoned by his assessors and councilmen. He merits the greatest praise.

The prefect of this province and the president of the court of appeals are the only civil officers now in the city, all others have left in company with many doctors and apothecaries. The French, English, Russian, and Prussian consuls are in town with me, and will assist each other if needed.

Contrary to the well known courage of the French the agent of the "Messageries Impériales" has established his office on a ponton about six miles from the city. No goods nor passengers will be landed nor received. In fact, as we are excluded from communication with the ports of the Italian continent, we find ourselves for the present entirely isolated.

The heat is suffocating, from 86 to 90 degrees Fahrenheit; we have not had one drop of rain since the first days of May. Our port is empty, not more than 11 vessels are alongside the wharf, and between them not a single foreign vessel. Such a thing I have not seen during the 19 years of my residence here.

From the 19th instant the health office has delivered foul bills of health.

The cholera is regarded as entirely ended at Catania, and at Palermo the number of deaths has been for the last three days not over 75 per day.

I hope to be able to give you better news regarding the health of this city by next mail, and have the honor to be, &c.

DECEMBER 31, 1866.

Statement showing the description, quantity, and total value of the exports from Messina to the United States for the quarter ended this day, (compiled from consular returns.)

Quantity and description.	Value.
19,514 cantars brimstone	\$372, 495 00
1,375 bags sumach	
1,220 bales rags	
2,140 bags almonds	
4,691 boxes shelled almonds	
1,166 bags walnuts	
927 bags filberts	
4 pipes wine	
239 jars essential oils	
20 casks lemon juice	
10 casks olive oil	
300 bags canary seed	
1,077 bags linseed	
147 boxes manna	
106,747 boxes oranges	
30,508 boxes lemons	
2 bales sponges	
243 casks pumice stone	
Total for quarter ended December 31, 1866	372, 495 00

MILAN—W. CLARK, *Consular Agent.*

DECEMBER 31, 1866.

Statement showing the description and value of exports from Milan to the United States for the quarter ended this day, (compiled from consular returns.)

Description.	Value.
	<i>Francs.</i>
Prints and engravings	2, 878. 75
Black silk velvet	14, 596. 50
Music	2, 177. 00
Hats and gloves	1, 835. 90
Raw silk (spinned)	18, 878. 60
Total for quarter ended December 31, 1866	40, 416. 75
Total for quarter ended March 31, 1867	30, 988. 00
Total for quarter ended June 30, 1867	23, 100. 78
Total for quarter ended September 30, 1867	40, 060. 95
Grand total for the year	134, 566. 48

NAPLES—ALFRED D. GREEN, *Consul*.

JUNE 30, 1867.

Statement showing the description and valuation of exports from Naples to the United States for the year 1866.

Description.	Valuation.	Description.	Valuation.
	<i>Francs.</i>		<i>Francs.</i>
Coral	299,169.77	Sewing silk	51,528.74
Gloves	200,856.29	Macaroni	8,215.19
Figs	4,155.72	Linseed	29,710.46
Oranges	250,443.30	Rags	94,461.99
Lemons	37,502.22	Olive oil	3,789.00
Wine	9,365.21	Bronze and terra cotta statues	6,284.50
Licorice paste	262,197.27	Brimstone	225,089.50
Hemp	115,154.73	Cream tartar	1,290.90
Walnuts	12,563.30	Tiles	466.20
Paintings	4,127.50	Sundries	1,473.66
Wood work	12,268.39		
Violin strings	23,617.64	Total	*1,653,731.48

* Equal to \$307,594 23.

Statement showing the exports from Naples to the United States from January to June, 1867.

Description.	Valuation.	Description.	Valuation.
	<i>Francs.</i>		<i>Francs.</i>
Coral	96,815.35	Macaroni	8,370.30
Gloves	110,974.40	Linseed	10,766.87
Figs	12,829.00	Rags	58,675.72
Oranges	508,435.26	Olive oil	2,394.00
Lemons	100,707.48	Bronze and terra cotta statues	7,440.50
Wine	14,288.30	Argol	16,625.85
Licorice paste	131,380.61	Cream tartar	28,751.50
Hemp	20,778.28	Tiles	17,394.00
Walnuts	29,180.54	Sundries	625.00
Paintings	10,303.20		1,168.00
Wood work	5,778.00		
Violin strings	5,083.05	Total	*1,110,839.46
Sewing silk	12,074.25		

* Equal to \$206,616 13.

PALERMO—LUIGI MONTI, *Consul*.

General report of trade for the year ended September 30, 1867.

The American trade at this port has slightly increased during the year, as is shown by the following table, viz :

Date.	No. of American vessels cleared for the United States.	No. of foreign vessels cleared for the United States.	Total number of vessels cleared for the United States.	Total value of merchandise exported to the United States.
September 30, 1866	35	96	131	\$1,434,338 70
September 30, 1867	50	91	141	1,678,782 85

The general trade of the island has been very dull owing to the repetition of the cholera epidemic in a worse form than last year. At that time it only affected Palermo and its province, but this year it has not spared a single town in the whole island—Palermo, Catania, Girgenti, and Messina suffering the most. To this scourge must be added a two years' drought, which has affected the crops terribly, in some localities destroying not only the fruits, but killing also the trees.

The wheat crop this year is a total failure, the harvest not having produced sufficient quantity for the local consumption. The olive crop is totally lost and the vintage will be very scarce.

All these misfortunes will naturally produce great distress and misery in the lower population during the winter, if the great public works, which are very much needed, and have already been voted by the Italian Parliament, do not resume their labors on a large scale.

The railroad which was to join this town to Catania and Messina, began six years ago, has only, so far, reached to Termini, 24 miles from Palermo, and no work has been going on there for nearly one year, owing to the failures of the companies and contractors to whom the work has been sub-let.

I subjoin, in the following table, a statement showing the nationality and tonnage of vessels entered at and cleared from the port of Palermo from October 1, 1866, to September 30, 1867.

Statement showing the nationality and tonnage of vessels entered at and cleared from the port of Palermo from October 1, 1866, to September 30, 1867.

Nationality.	Steamers.	Tonnage.	Ships.	Tonnage.	Barks.	Tonnage.	Brigs.	Tonnage.	Schooners.	Tonnage.	Reluecas.	Tonnage.	Vessels.	Tonnage.
American .....	.....	.....	.....	.....	25	10,150	18	3,908	7	1,284	.....	.....	50	15,402
Austrian .....	.....	.....	.....	.....	6	1,864	13	632	4	522	.....	.....	23	5,018
Belgian .....	.....	.....	.....	.....	.....	.....	6	1,722	13	1,920	.....	.....	8	4,798
Danish .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	3,642
Dutch	32	12,650	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	16,960
English	107	59,211	.....	.....	12	3,908	32	5,890	24	3,610	.....	.....	228	84,446
French	62	50,730	.....	.....	.....	.....	8	2,302	77	15,437	.....	.....	77	54,952
Greek .....	.....	.....	.....	.....	.....	.....	40	9,136	16	1,920	.....	.....	62	12,506
Italian	511	145,618	.....	.....	42	11,742	197	28,227	77	9,993	.....	.....	1,753	230,683
Norwegian .....	.....	.....	12	4,336	.....	11,730	5	1,312	.....	.....	.....	.....	7	2,042
Ottoman .....	.....	.....	.....	.....	2	.....	12	1,927	.....	.....	.....	.....	12	1,927
Prussian .....	.....	.....	.....	.....	.....	.....	.....	.....	14	1,332	.....	.....	14	1,332
Spanish .....	.....	.....	.....	.....	.....	.....	4	532	.....	.....	.....	.....	6	1,650
Total	750	273,007	12	4,336	87	28,394	335	57,648	239	38,848	902	31,435	2,295	433,668

DECEMBER 31, 1866.

Statement showing the description, quantity, and total value of exports from this port to the United States during the quarter ended this day, compiled from consular returns.

Quantity and description.	Value.
25,512 cantars brimstone	\$516,581 15
22,310 bags sumach	
16 cantars cork-wood	
830 bales rags	
797 bags almonds	
2,826 boxes shelled almonds	
1,049 bags walnuts	
1,326 bags filberts	
36 casks argol	
321 pipes wine	
50 jars lemon oil	
20 casks lemon juice	
90 casks olive oil	
265 bags caraway seed	
565 bags hemp seed	
1,343 boxes macaroni	
109 boxes manna	
104,010 boxes oranges	
46,555 boxes lemons	
Total for quarter ended December 31, 1866	516,581 15

VENICE—FRANCIS COLTON, *Consul*.

JULY 26, 1867.

* * * * *

In view of the early completion of the Brenner Pass railway, (next month,) and the consequent increased importance of Venice as a port, not only for northern and eastern Italy, but also by this new connection for central and southern Germany, the municipal and provincial authorities of Venice have had under consideration the establishment of a line of steamers connecting this port with Alexandria, in Egypt, direct. Several distinct and very favorable propositions from different transportation companies have been made for furnishing steamers for such a line, but finally the proposal of the agent of the viceroy of Egypt has been accepted, although requiring a large annual subsidy from the Venetians, as they regard a commercial alliance with that country especially advantageous to their interests.

The viceroy himself is reported to be a large holder of the stock in this new enterprise, and through his influence a large share of the European-bound freights from that direction will naturally fall into this channel. A like interest will favor the purchase of European goods, either from Venice or at other points centering towards this port, so that Venice may become at least the entreport for merchandise and other freights moving in either direction. The cotton now raised in very considerable quantities in Egypt, and of which the viceroy himself is a large producer, is all required by the looms of central and southern Germany, and will pass over this route and via the Brenner Pass railway to its destination. A portion, at least, of the traffic in Egyptian cotton will be secured by Venetian merchants, while all of this commodity will be landed here for reshipment.

Through the opening of this new channel of direct communication with Alexandria, the Venetians hope to revive their former eastern trade, so profitable in

their earlier commercial history, and with a fair prospect of realization. It is a well known fact that thousands of Veneto-Italians are residents of Egypt and the cities of northern Africa, and are scattered all through the oriental countries, nor are they the least enterprising among the business men of those parts. With scarcely an exception, these men are desirous of intimate commercial relations with their own country, and will form an advanced guard for establishing a direct trade to and through this city.

As heretofore remarked, the opening of the Brenner Pass railway, connecting Venice directly with Germany, will attract hither German merchants, who, with their proverbial energy and business tact, bringing with them ample capital, will supply any deficiency in these respects which may impede the progress and prosperity of Venice.

Two great lines of railway diverging from Venice, and a third nearly completed, will, by their various branches and connections, place this city in direct communication with the entire continent. The location of Venice, at the head of the Adriatic, will make it the terminus of a long sea route and short land carriage, which always attracts the business of the transportation of heavy freights, and in this instance must secure the carrying trade of the east for central Europe and *vice versa*.

Without hazarding predictions with regard to the future commercial prosperity of Venice, it is impossible not to expect that this combination of circumstances will produce results most advantageous.

In closing I may add that the contract with the Azizieb company is, on their part, guaranteed by the viceroy of Egypt, and on the other part by the city and province of Venetia, the latter party having levied a direct and special tax upon the real estate within their limits to enable them to fulfil their engagements to pay the annual subsidy to the Azizieb of 300,000 Italian lire. Showing how much interest the surrounding districts feel in this enterprise, all the neighboring provinces to Venetia have convoked each its special council to propose a self-imposed burden of taxation in order to share the expense of this enterprise. The board of trade at Venice has likewise assumed a proper share of the pecuniary responsibility.

The contract is limited to five years, during which term it is hoped that the commerce between these two ports will have become so well established as to require no further subsidies. The Egyptian company agrees to furnish a sufficient number of new iron-built steamers to secure a regular weekly arrival and departure from each port, and give bonds to make each trip between Alexandria and Venice in 124 hours, this being the same length of time at present occupied in the passage by the Lloyd's steamers from Ancona to Alexandria. Each steamer is to be officered by Italians, and three-fifths of the surgeons are to be graduates of Italian universities, and all to be graduates of European universities. All legal questions are to be arbitrated by a jury of Italians, according to the French maritime code, which is generally adopted at Mediterranean ports, and which is, in almost every respect, similar to the Italian law. Ample accommodations are to be made for a first-class passenger route, and without doubt this line of steamers will be superior to any other in these waters. From the specimen of these steamers, one of which now lies anchored in this harbor, this route can, without hesitation, be recommended to Americans travelling to Egypt and the Holy Land. It is expected that this line will begin regular trips at the opening of the Brenner Pass railway, probably about the first of September.

It is to be earnestly hoped that our countrymen will endeavor to secure for our own trade a portion of the advantages arising from these new developments of commerce.

OCTOBER 12, 1867.

Allow me to say that the year ended the 30th ultimo has been one of unusual interest in this district, which includes that portion of country formerly held by

the Austrian government as a province of that empire, under the name of the Lombardo-Venetian kingdom, which at the opening of this consular year was, as the result of the short war in which Italy participated as an ally to Prussia against Austria, transferred to and incorporated into the Italian kingdom. The regulations of this consulate were, in accordance with the change of government in the district, transferred, and a royal exequatur promptly forwarded to Florence.

Immediately upon the change in the government of Venetia a strong desire was awakened for more extended commercial relations. The connections formed by land and by sea, by new and regular lines of communication, during the past twelve months have been very considerable and of the greatest importance to the interests of Venice as a commercial city. Within ninety days after the union of Venetia with Italy a line of railway was completed, connecting Venice direct with Florence and Rome, and by diverging lines bringing this city into communication with all the principal cities of Italy. Three new lines of steamers were established between this port and Great Britain, at London, Liverpool, and Glasgow; which lines also formed valuable connections between this and other Italian and Mediterranean ports. The Austrian line of tri-weekly steamers continues to bring Venice into communication with Austria and Trieste, and thence with the Levant, and via Ancona to Alexandria, in Egypt, and the far east. A new and direct line of steamers will soon ply regularly between this port and Alexandria, the chief commercial city of the North African coast, thereby much shortening the route, and diverting a large and valuable trade from the former channel via Trieste, and bring it directly to and through Venice. This connection has long been under negotiation between the agent of the Viceroy of Egypt and the municipal authorities of Venice; and although there are some hindering causes preventing its immediate consummation, yet doubtless at an early date the line will be opened and a direct trade established through Alexandria with the whole east. The transit trade alone of this important route will be of immense value to the Venetians, and tend greatly to their future commercial prosperity. In connection with this route should be announced the completion and successful opening of the Brenner Pass railway, one of the most important events of the year for Venice, as it is one of the greatest achievements in civil engineering of the century. The opening of this railway through the Tyrol mountains, by way of the "Brenner Pass," to Innsbruck and Munich, last month, has greatly encouraged the business men of this city in the hope and belief that through this means of communication Venice will become the seaport of that great interior country lying along either side of the Tyrol, including a large portion of southern Germany and eastern Switzerland, which area of territory will be reached by this the shortest land route to the sea, and the most direct and cheapest channel for their trade with the Levant and further eastern countries. The products of that vast region of industrial skill and manufacturing will by this route find their way through Venice for exchange with the eastern nations for the natural products of the plains and mountains of Syria, Egypt, and India, and especially for the raw cottons and wool requisite for supplying the looms of the German and Swiss factories. Trieste, which has formerly been the seaport of this trans-Tyrolian country, will, on account of distance and political antipathies, become more and more separated from its former customers, while Venice, from opposite causes, will yearly attract hither the capital and business talent of Germany and Switzerland, thereby more intimately uniting the interests of that great inland district with this its natural seaport.

The trade of Venice under the Austrian dominion has been gradually diminishing during the past five years, which, together with the unnatural balances, as shown by the following comparative statement, is a warning to any nation which would not wish to become likewise exhausted.

Comparative statement of balances.

Year.	Imports.	Exports.	Balances against Venice.
	<i>Italian lire.</i>	<i>Italian lire.</i>	<i>Italian lire.</i>
1862	133, 014, 842	82, 963, 736	51, 051, 106
1863	123, 285, 012	74, 257, 147	49, 027, 865
1864	117, 431, 239	77, 049, 854	40, 381, 385
1865	110, 796, 341	71, 009, 059	39, 787, 282
1866	93, 739, 457	63, 321, 674	35, 417, 783

The balance of her yearly account ranging from 50 to 70 per cent. excess of imports over exports made it a problem easy of solution that it was only a matter of time when the machinery of trade must stop entirely, for want of anything to make up the yearly deficiency.

It is difficult to promise that the year 1867 will materially alter the appearance of her account current, but if there is any safety in predicting future events from present appearances, it may be safely calculated that the lowest point of financial decrepitude has been reached, and that the new life of national freedom and the opening of new routes of travel and trade by land and sea will gradually usher in an era of prosperity which will satisfy the most ardent friends of this ancient city, which was once the great commercial emporium of the world.

By reference to statement A, detailing the naval movements at the port of Venice, it will be seen that the proportion of shipping to the three most prominent nationalities, controlling heretofore the carrying trade of Venice, is as follows, viz:

Austria, six-tenths; England, two-tenths; Italy, one-tenth; all other nations, one-tenth.

The value of exports to the United States from this port, as also the class of merchandise, will be seen by reference to statement B, which may be condensed as follows, viz:

	Francs.
1st quarter ended 31st December, 1866, certified 31 invoices, total	33, 092.03
2d quarter ended 31st March, 1867, certified . . . 36 invoices, total	57, 328.80
3d quarter ended 30th June, 1867, certified . . . 70 invoices, total	118, 519.08
4th quarter ended 30th Sept., 1867, certified . . . 73 invoices, total	110, 424.63

Total for the year	210	Value....	319, 364.54
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Which shows an increasing trade between the two countries, the present year being the largest on the records of the consulate, while the number of individual invoices compares favorably with any other Italian port.

The imports from the United States for the year 1866 consist entirely of tobacco in the leaf and petroleum, and are valued according to their prime cost, as follows, viz:

	Francs.
Petroleum	302, 400
Tobacco	124, 224
Total	426, 624

Showing a balance of trade in favor of the United States of 107,260 francs, or about 33 per cent. in excess of our purchases, in which is not included the transportation, which is a large item to our credit.

It is not generally known that Venice has for many centuries been the largest manufacturer of beads in the world. The principal buyers are French and English merchants, who realize a large profit in the traffic, especially in their commercial intercourse with barbarous nations, a branch of trade which our own tradesmen should more fully understand. There are likewise many other articles, such as hemp, flax, wax, oil, wine, straw goods, gloves, and fancy goods, which would form profitable articles of exchange for many of our own products if our merchants would turn their attention in this direction, and the yearly statements from Adriatic ports might be corrected, much to the profit of our trade and commerce.

In closing I may repeat what I expressed in a former report, that the Venetians earnestly desire more intimate and extended commercial relations with our country, and it will be all the more profitable to our merchants that Venice, in her present condition, lacks the means of transportation to sustain an extensive transatlantic trade, as we can thereby add to the profits of the exchange of commodities the transportation in American bottoms of the merchandise and products of both countries to and from the Adriatic.

Statement showing the description and value of the exports from Venice to the United States during the several quarters of the year ended September 30, 1867.

Description.	1st quarter ended December 31, 1866.	2d quarter ended March 31, 1867.	3d quarter ended June 30, 1867.	4th quarter ended September 30, 1867.	Total in francs for each article for the year.
	Francs.	Francs.	Francs.	Francs.	Francs.
Glass beads.....	13,233 87	34,563 07	45,235 58	47,515 38	140,574 81
Kid gloves.....				4,362 50	4,362 50
Violin strings.....	2,250 00		8,700 00	3,550 00	14,500 00
Fancy goods.....			450 00	7,372 00	7,822 00
Painted pictures.....	9,582 50	8,340 00	1,600 00	1,743 00	21,265 50
Photographic articles.....	5,375 75	4,037 73	11,653 50	21,181 75	42,248 73
Antiquities.....	2,650 00	10,388 00	35,880 00	24,700 00	73,618 00
Sculptured marble.....			15,000 00		15,000 00
Totals.....	33,092 03	57,328 80	118,519 08	110,424 63	319,364 54

Statement showing the movements of shipping at the port of Venice for the year 1866.

Number of ships arrived.			Number of vessels cleared.		
Where from.	No.	Tonnage.	Where loaded.	No.	Tonnage.
United States.....	6	2,157	Venice.....	29	9,670
Egypt.....	19	3,796	Venice.....	30	4,165
Turkey.....	39	3,622	Venice.....	52	38,422
Great Britain.....	108	59,706	Other ports.....	56	
France.....	17	3,033	Venice.....	2	1,514
Ionian islands.....	34	4,189	Venice.....	42	5,821
Austria.....	2,219	191,805	Venice.....	2,042	202,552
All other nations.....	49	10,378	Venice.....	42	7,856
Italy.....	395	26,010	Venice.....	574	29,629
			Other ports.....	6	
Total.....	2,886	304,696	Total.....	2,813	299,329

RUSSIA.

ST. PETERSBURG—GEO. POMUTZ, *Consul*.

MARCH 20, 1867.

I have the honor to transmit, enclosed herewith, a new set of accounts and returns of the consular agency at Cronstadt, for the quarter ended December 31, 1866, viz :

1. Quarterly return of arrivals and departures of American vessels.
2. Quarterly statement of fees.
3. Transcript of record of treasury fees.
4. Navigation and commerce.

In regard to the last foregoing number I have the honor to remark, that to my surprise I was informed by the United States consular agent at Cronstadt, that he never before was called upon by former consuls at St. Petersburg to make a quarterly return of navigation and commerce, although all vessels coming from America arrive at that port and stay there until ready to depart with a return cargo, generally to England, where they take additional cargo to the United States ; and furthermore I was informed that there was no disposition made to have the value of cargoes carefully noted, in order to make out the statistical amounts of imports and exports.

Upon further inquiry into this matter I find the great difficulty to be that articles of export from the United States are mostly brought direct to England or Hamburg, and are there put on British, German or Swedish vessels, and so forwarded to Cronstadt. The masters of these foreign vessels do not present themselves regularly at the United States consular office, but rather to their own respective consuls. Hence the difficulty of arriving at the total amount of imports originally brought from the United States.

I hope the new instructions given in this respect to the United States consular agent at Cronstadt will obviate this difficulty in future.

Account of goods exported in American and foreign vessels from St. Petersburg to the United States in 1867.

No. of vessels.		For—	Tonnage.	Sheet iron.	Clean hemp.	Flax.	Wool.	Cordage.	Junk.	Oakum.	Rags.
American.	Foreign.										
7	.....	New York	3, 932	<i>Pounds.</i> 134, 938	<i>Pounds.</i> 41, 420	<i>P'ds.</i>	<i>P'ds.</i> 10, 663	<i>P'ds.</i> 28, 349	<i>P'ds.</i>	<i>P'ds.</i> 34, 203	<i>P'ds.</i>
8	.....	Boston	3, 812	67, 504	88, 806	4, 848	641	5, 964	9, 685	600	6, 363
15	.....	.....	7, 734	202, 442	130, 226	4, 848	641	16, 627	38, 034	600	40, 566
....	1	Boston	302	.....	13, 300	.....	.....	.....	.....	.....	.....
15	1	Total to the U. S. .	8, 036	202, 442	143, 526	4, 848	641	16, 627	38, 034	600	40, 566
1	.....	London	679	.....	.....	.....	.....	.....	.....	.....	.....
1	.....	Liverpool	812	.....	.....	.....	.....	.....	.....	.....	.....
1	.....	Dublin	405	.....	.....	.....	.....	.....	.....	.....	.....
1	.....	Bristol	576	.....	.....	.....	.....	.....	.....	.....	.....
19	1	Total	10, 508	202, 442	143, 526	4, 848	641	16, 627	38, 034	600	40, 566

Account of goods exported in American and foreign vessels, &c.—Continued.

No. of vessels.		For—	Bristles.	Red leather.	Horsehair.	Cowhair.	Crash.	Diapers.	Ravensduck.	Mats.	Lathwood.	Deals.
American.	Foreign.											
7	.....	New York	<i>P'ds.</i> 536	<i>P'ds.</i> 301	<i>P'ds.</i> 3,169	.....	560,000	<i>Pcs.</i> 50	<i>Pcs.</i> 90	<i>Pieces.</i> 22,040	.....	.....
8	.....	Boston	777	902	1,323	3,104	446,500	.....	.....	14,700	.....	.....
15	.....	.....	1,313	1,203	4,492	3,104	1,006,500	50	90	36,740	.....	.....
.....	1	Boston .....	.....	.....	.....	.....	100,000	.....	.....	700	.....	.....
15	1	Total to the U. S. .	1,313	1,203	4,492	3,104	1,106,500	50	90	37,440	.....	.....
1	.....	London .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,486
1	.....	Liverpool .....	.....	.....	.....	.....	.....	.....	.....	.....	1,650	2,907
1	.....	Dublin .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,560
1	.....	Bristol .....	.....	.....	.....	.....	.....	.....	.....	.....	942	2,084
19	1	Total	1,313	1,203	4,492	3,104	1,106,500	50	90	37,440	2,592	9,037

For New York: 10 cases and 9 packages sundries, 6 pounds hogshair, 100 pieces cotton robes, 300 pair bootlegs, and 42 cases sewing machines.

For Boston: 15 cases, and 25 packages sundries, 12 pounds calfskins, and 70 undressed sableskins.

CRONSTADT, November, 1867.

Goods imported in American and foreign vessels from the United States to St. Petersburg in 1867.

Number of American vessels.	Number of foreign vessels.	Where from.	Tonnage.	Petroleum.	Cotton.	Sarsaparilla.	Dyewood extract.	Logwood.
6	.....	New York	3,234	<i>Barrels.</i> 15,815	<i>Bales.</i> 687	<i>Bales.</i>	<i>Boxes.</i> 4,050	<i>Pounds.</i>
6	.....	Boston	2,937	2,874	224	598	110	59,860
4	.....	New Orleans	2,404	.....	6,965	.....	.....	.....
1	.....	Philadelphia	367	2,422	.....	.....	.....	.....
1	.....	Savannah	576	.....	1,550	.....	.....	.....
18	.....	.....	9,518	21,110	9,426	598	4,160	59,860
.....	12	New York	2,510	9,402	2,769	302	16,600	.....
.....	4	New Orleans	1,924	.....	5,812	.....	.....	.....
.....	8	Philadelphia	2,374	16,679	.....	.....	.....	.....
.....	24	Total from the United States ..	16,326	47,191	18,007	900	20,760	59,860
.....	1	Antwerp	688	.....	.....	.....	.....	.....
19	24	Total	17,014	47,191	18,007	900	20,760	59,860

Goods imported in American and foreign vessels, &c.—Continued.

Number of Amer- ican vessels.	Number of for- eign vessels.	Where from.	Fustic.	Quercitron bark.	Resin.	Sewing machines.	Machinery.	Rails.	Value.
			Pounds.	P'ds.	Casks.	Cases.	Cases.	Pieces.	Dollars.
6	.....	New York.....	.....	.....	.....	21	11	.....	359,072
6	.....	Boston.....	1,000	248	.....	.....	.....	.....	139,309
4	.....	New Orleans.....	.....	.....	.....	.....	.....	.....	919,299
1	.....	Philadelphia.....	.....	.....	.....	.....	.....	.....	28,275
1	.....	Savannah.....	.....	.....	.....	.....	.....	.....	183,999
18	.....	.....	1,000	248	.....	21	11	.....	1,629,954
.....	12	New York.....	.....	.....	500	34	1	.....	603,069
.....	4	New Orleans.....	.....	.....	.....	.....	.....	.....	832,312
.....	8	Philadelphia.....	.....	.....	500	.....	.....	.....	261,856
.....	24	Total from the United States.....	1,000	248	1,000	55	12	.....	3,327,191
1	.....	Antwerp.....	.....	.....	.....	.....	.....	1,565	21,519
19	24	Total.....	1,000	248	1,000	55	12	1,565	3,348,710

From New York, in an American vessel, 500 cases kerosene oil; value, 1,152 dollars.

From New York, in a foreign vessel, 2 cases pianofortes; value, 1,000 dollars.

From Boston, in American vessels, 23 cases cider and 1 case sundries; value, 92 dollars.

CRONSTADT, November, 1867.

DECEMBER 31, 1866.

Statement showing the description and value of the exports from this port to the United States during the several quarters of the year ended September 30, 1867, (compiled from invoice books.)

Description.	Value, including costs and charges.
<i>Silver roubles.</i>	
Bristles.....	109,632 46
Bolt rope and cordage.....	72,743 00
Sheet iron.....	224,983 18
Horse-hair and tails.....	33,525 35
Red leather.....	34,468 26
Isinglass.....	4,297 46
Juffs.....	1,878 65
Hemp and clean hemp.....	222,690 41
Junk.....	4,380 29
Rags and Ribincky junk.....	119,424 49
Crash.....	103,233 28
Bale rope and flax tow.....	19,287 05
Oakum.....	2,334 00
Russian leather.....	2,327 00
Scrap iron.....	4,532 55
Wormseed.....	4,635 40
Sundries.....	2,099 02
Total for quarter ended December 31, 1866.....	966,471 85
Total for quarter ended March 31, 1867.....	16,939 07
Total for quarter ended June 30, 1867.....	706,898 94
Total for quarter ended September 30, 1867.....	1,242,293 92
Total in silver roubles.....	2,932,603 78

CRONSTADT—A. WILKINS, *Consular Agent*.

JUNE 30, 1867.

Statement showing the description and value of exports from this consular agency to the United States during the quarters ended June 30 and September 30, 1867.

Description.	Value.
	<i>Roubles.</i>
Crash linens, napkins, towels, leather, bootlegs, and soap.....	1,197 87
Total for quarter ended June 30, 1867	1,197 87
Total for quarter ended September 30, 1867.....	520 57
Total for six months.....	1,718 44

MOSCOW—EUGENE SCHUYLER, *Consul*.

OCTOBER 15, 1867.

The annual report required of consular officers at the termination of the fourth quarter (September 30,) relating to the trade of the consular district, so far as any evidence is contained in the records of the consulate in the shape of invoices, &c., is not of sufficient importance to recapitulate in a report, as all papers appertaining to the shipment of the small amount of goods from this vicinity are prepared in St. Petersburg. I have, however, arranged for a copy of the report of the business transacted at the great fair at Nijna Novgorod, which has recently terminated. There has been a marked falling off in the amount of trade over that of any year since it attained its importance in the commercial affairs of the country. Several causes have contributed to the decline in the trade of this the greatest fair in the world. Among the most worthy of note is the completion of the line of railroad from this city to Nijna Novgorod, placing it in connection by rail with the port of St. Petersburg, in consequence of which a large portion of the goods floated to Nijna, on the waters of the Volga and its tributaries, are sent forward at once by this communication for shipment abroad. The diminution in the Chinese tea trade at Kiachtor, through this channel is, without doubt, owing to the restrictions being entirely removed from the importation of this article by sea. Another cause which was seriously felt by the merchants, and has exerted no inconsiderable influence in diminishing the amount of sales, was the stringency of the money market; a large amount of commercial paper that was made payable at this fair could not be cancelled, and the bankruptcy of several prominent houses was the result.

The item of cotton from Asia, principally from Bucharja, showed a large increase in the amount brought forward over that of any previous year, though great disappointments attended the offers for the disposal of it; owing to low quotations in the Liverpool market, much of it remains unsold. There was an evident increase in the amount produced over former years in Asia, which took this route to market. This increase was in consequence of the late rebellion in the United States, which has diminished the supply required by the Russian manufacturers. But the extreme increase in the quantity brought forward at the present time was owing to the fact that one year since very little found its way to the fair, owing to a war having broken out in the neighborhood where it is grown and packed for market a short time before the caravan should have

started. Therefore the product of two years was offered for sale instead of one year.

Another subject of importance, exerting an influence upon the productions of this country, is the supply of fuel for railroads, steam transportation on the rivers and manufacturing purposes. Russia, up to the present time has been wholly dependent upon England for her supply of coal; and the tax on nearly all enterprising efforts has proved so great that any undertaking in the more densely populated portions of the country where the timber has been consumed has been abandoned unless the project was of the first necessity, promising large returns, or was carried on by the government, in the latter instance, often at heavy loss.

By a very judicious order from the emperor a great change is speedily anticipated; government engineers have been despatched from the capital to all the available localities in the empire where it is known coal is to be found, (and the beds are numerous and samples good,) with instructions to open and superintend the same.

It is an ascertained fact that coal of superior quality is accessible, and that there is an abundance of it. And when these lines of railroad now rapidly approaching completion go into operation it is believed that the entire foreign supply will be dispensed with. If these anticipations are realized, and I can see no room for doubt of their realization, a great and gratifying change awaits the industrial resources of the country.

I am preparing a table showing the different lines of railroad projected, building, and those completed throughout the empire, which I shall transmit to the department in a few days.

OCTOBER 25, 1867.

I have the honor to transmit herewith the table of the different railroads in operation, building, and projected, at this date, in the Russian empire.

Statement showing the different lines of railroads in Russia in 1867.

Names of railroads.	Length of line in versts.	Distance com- pleted in versts.
From St. Petersburg to Moscow	604	604
From St. Petersburg to Warsaw	1,045	1,045
From Moscow to Nijna Novgorod	410	410
From Warsaw to Krjanoo	336	336
From Lowitch to Lloujeva	152	152
From Lobs to the Warsaw and Krjanoo railroad	27	27
From Warsaw to Terrespol	195	195
From Wilna to Prussian frontier Vershballo	161	161
From Dunaborg to Riga	204	204
From Dunaborg to Smolensk	362	242
From Smolensk to Orel	360	.....
From Drel to Graze, (charter granted)	270	.....
From Moscow to Sergeivski	66	66
From Moscow to Kozloo	372	372
From Kozloo to Varonej	175	175
From Riajsk to Morshansk	120	120
From Ivanoff to Peterhoff, on the Nijna Novgorod railroad	84	.....
From Moscow (via Orel and Kursk) to Kieff	947	366
From Odessa to Kharkoff	807	314
From Voloshsk to Kameneitz Padolsk	167	.....
From Kazbpluhest to Kishineff	107	42
From Kharkoff to Orel	226	.....

Statement showing the different lines of railroads, &c.—Continued.

Names of railroads.	Length of line in versts.	Distance com- pleted in versts.
From Kharkoff to Tagonrog.....	465	60
From Novotchukosk to Groushevera.....	60	.....
From Tzaritsin to Kolatchevski.....	75	75
From Tiflis to Potchi (on the Black sea).....	289	.....
From Lozava to Balaclava.....	455	120
From St. Petersburg to Tzarska-Sello.....	28	28
From St. Petersburg to Orainanboum.....	22	22
From Helsingfors to Tavasthous.....	102	102
Total number of versts of railroad in operation.....	.....	5, 038
Whole length of the different lines.....	8, 693	.....

In addition to the foregoing lines of railroad several others have been projected and the routes explored; but the companies not having as yet obtained the imperial sanction, ground has not been broken on any of them. A large portion, if not all of them, will be sanctioned. They are as follows:

	*Versts.
From St. Petersburg to Baltic port.....	355
From St. Petersburg to Tavasthous.....	350
From Moscow to Brestishouski.....	1, 192
From Jarosloff to Sergiveski.....	200
From Kazloo to Sarotoff.....	340
From Tamboff to Boriseylyevsk.....	150
From Voronij to Groushevea.....	503
From Novotcherkask to Rostoff.....	12
From Jaspnovantor to Manonpol.....	147
From Theodosia to Lozooa and Balaclava railroad.....	100
From Brestishooski to Bielostok.....	120
From Mittau to Liban.....	110
From Kovno to Tsimmeru.....	135
From Ribinsk to Vashna Volotchok.....	278
From Miorshansk to Pensa.....	230
From Tiflis to Bakon.....	514
Total number of versts of projected railroads.....	4, 736

APRIL 20, 1868.

I have the honor to enclose herewith my quarterly report on trade and commerce:

QUARTERLY REPORT ON TRADE AND COMMERCE.

The crisis in the cotton market, which for the last six years has had a depressing effect on all branches of trade and industry, has left deep traces of distress and ruin not only in the manufacture of cotton but in other industries. The abnormal condition of things, the frightful changes in prices, and their constant wavering, though they have afforded speculators chances for making great fortunes, have been in every way ruinous to regular trade and industry. The results of this crisis, which were displayed in western Europe earlier than here,

* One Russian verst has 3,500 feet English.

fell with all their strength on the manufactures and trade of this region, during the past year, and still continue to operate.

The Nizhna-Novgorod fair for 1867 was the first evidence of this crisis of the Moscow markets. The results of the fair were bad in every way—in prices, in sales, and in negligent payments. At this fair, with very few exceptions, the sales showed a great lowering in the price of Russian products. Raw materials of all sorts, such as hides, furs, bristles, hair, wool, &c., were sold at a loss, and only then in very limited quantities. Sable was sold at 15 per cent. cheaper than at the Irbit fair of 1867; marten skins at 8 roubles the pair, against 11 roubles the previous year; in wool, white fleeces were sold at from 8 to 8½ roubles, while in Moscow, before the fair, they had brought 10 roubles; the prices of bristles were 5 roubles less than at the Krestzy fair; geese feathers were at 5 roubles—in the year before 6½ roubles; Spanish flies 17½ roubles—in the year before 24 roubles; potash found no purchasers, notwithstanding its very low price; Saratof grass at 1r. 30k. and 1r. 40k., but Kazan at 1r. 80k. and 1r. 90k.; camel's hair 4 roubles, a fabulously low price; Baikal goods were sold at a loss; Kiakhta tea was sold cheaper than in the preceding year, and at a loss—in 1867 from 105 to 110 roubles per package, and in 1866 from 115 to 117 roubles, Iron also was sold much cheaper.

Still more remarkable was the depreciation of all cotton goods. This depreciation did not stop after the fair, but beginning with April, 1867, continued to January, 1868, when prices were almost 100 per cent. lower.

Prices at the end of March, 1867:

1. Pud. medio, No. 38–40, 30 to 31 roubles.
2. Web., No. 38–40, 25½ to 27 roubles.
3. Arshine of calico, 4–4, 13 to 13½ kopeks.

Prices at the end of December, 1867:

1. 17 to 18 roubles.
2. 13½ to 15 roubles.
3. 7½ to 8 kopeks.

Demands for goods were very slight; money payments hard to be obtained.

It is asserted that the declaration before the fair of the intention of the government to revise the tariff had an important influence in thus lowering prices. Manufacturers were told by their customers that all duties were to be greatly lowered, and were obliged, in order to get rid of the goods, to sell them at exceedingly low prices. The declaration by the government that the new tariff would not go into effect before 1869 came to the aid of the manufacturers. This statement in some degree quieted the market, and affairs went on more smoothly.

The unsettled condition of the market still continued. It is hard to estimate all the losses in industry and trade from the Nizhna-Novgorod fair to the present time, but the known sum of losses from failures reaches nearly 20 millions of roubles. This, however, is but a small part of the general loss.

Production in the cotton factories has been diminished nearly 50 per cent., and will be still less, on account of the uncertainty in regard to the tariff, the general condition of business, and the withdrawal of many of the laborers for agricultural employment during the summer. Failures following fast after each other, and the fear of new bankruptcies have destroyed all confidence, and private credit has almost ceased to exist. Business done on credit threatens to be a loss. On the other hand many careful capitalists are withdrawing their money from manufacturing enterprises and are seeking safer investments. In consequence of this there is both a great demand for money and plenty of capital which does not find investment. At the same time there are lenders who cannot find seven per cent. with good security, and borrowers who cannot get money at 12 or even 15 per cent. As a natural consequence the prices

of government funds and railway stocks, which return good profits are greatly enhanced.

The receipts from custom-house duties during the year 1867 have just been published. As compared with 1866 they are as follows :

	1866.	1867.
	<i>Roubles.</i>	<i>Roubles.</i>
1. Duties	30, 317, 350	36, 240, 278
2. Economical and accidental	537, 061	576, 803
3. Special and temporary	1, 443, 329	1, 835, 925
Total	32, 298, 140	38, 653, 006

Thus the important receipts of the tariff for 1867 are nearly 20 per cent. in excess of 1866 and 37 per cent. over 1865, notwithstanding that in 1867 the revenue from one of the chief articles of import, crude sugar, was less than in 1866 by 2,365,289 roubles. The increase of revenue is owing partly to the increase of importation and partly to the more severe measures which have been taken to prevent smuggling. The principal custom-house returns are as follows :

City.	In 1867.	Increase over 1866.	Less.
	<i>Roubles.</i>	<i>Roubles.</i>	<i>Roubles.</i>
St. Petersburg	10, 708, 776	.....	36, 455
Riga	2, 065, 217	229, 383	.....
Yurburg	1, 366, 837	227, 566	.....
Verzhbolof	3, 542, 963	806, 935	.....
Odessa	3, 469, 366	1, 081, 030	.....
Taganrog	1, 017, 025	31, 794	.....
Moscow	6, 889, 343	2, 352, 798	.....
Warsaw	2, 601, 674	533, 479	.....
Irkutsk	1, 210, 830	.....	249, 551

The last three places are in this consular district. The great increase at the Moscow custom-house is particularly worthy of notice. The duties collected at Moscow are not city or carrier duties, but those on foreign goods, which are allowed to be imported directly here without passing an examination elsewhere. As soon as the Moscow-Smolensk railway is finished a still larger increase may be expected.

The increase of revenue on the different articles of import presents nothing very remarkable, being tolerably uniform; except on Canton tea, where the increase of revenue is 2,497,929 roubles. It is only lately that the Russians have begun to use Canton tea, having previously derived most of their supply from the interior through Kiaththa; at present this trade is monopolized by the British. There is no reason why American vessels should not successfully compete in this carrying trade.

The gross receipts of all the railways in Russia owned by private corporations for the months of January and February, 1868, show an increase of over 36 per cent.

The returns are as follows:

Gross receipts from January to February.

Railroads.	1867.	1868.	Difference.
	<i>Roubles.</i>	<i>Roubles.</i>	<i>Roubles.</i>
St. Petersburg and Warsaw, with branches.	1, 138, 434	1, 377, 502	239, 068
Riga and Dunaburg.....	152, 194	210, 403	58, 209
Moscow and Nizhgovod.....	522, 182	679, 568	157, 385
Moscow and Riazan.....	337, 648	580, 531	242, 883
Moscow and Yaroslavl.....	81, 142	107, 233	26, 090
Tzarska-Sello.....	22, 916	24, 187	1, 271
Peterhof.....	33, 166	34, 219	1, 052
Riazan and Kozlof.....	207, 715	466, 198	258, 483
Riazhok and Morshansk, opened Dec. 1, '67.	.....	71, 563	.....
Voronozh and Kozlof, opened Feb. 1, 1868.	.....	32, 111	.....
Dunaburg and Vitebsk.....	87, 050	180, 735	93, 685
Warsaw and Vienna.....	334, 845	371, 468	36, 622
Warsaw and Bromberg.....	71, 237	74, 718	3, 480
Warsaw and Terrespol, (part only).....	23, 989	93, 924	.....
Fabrich and Lodzno.....	9, 280	10, 974	1, 693
Total	3, 021, 803	4, 315, 340	

The flourishing condition of these roads may be seen from the price of the stock, which at latest quotations stood as follows:

Tzarska-Sello, 56, (par 60;) Grand Company, 114 $\frac{3}{4}$, (par 125;) Riga-Dinaburg, 122, (par 125;) Warsaw and Terrespol, 83, (par 100;) Moscow and Riazan, 173, (par 100;) Riazhok and Morshansk, 161 $\frac{1}{2}$, (par 200;) Riazan and Kozlof, 171, (par 200.)

Projects are on foot to build two lines of railway to connect Moscow with Asia. One of these goes from Morshansk, through Penza and Samara to Orenburg, and the other from Nijna-Novgorod via Kazan to Sarapul, and from Sarapul to Tumen. This latter road would connect the basins of the Kama and Volga and the OC, and would traverse the Ural, passing through Ekaterinburg. Of course the whole trade of Siberia and the Ural would pass over this line, while that of Central Asia would pass over the other. The distance from Sarapul to Tumen is 700 versts, and that part of the road would cost 40 millions of roubles. The consent of the government has not yet been obtained, but as the merchants of Siberia have presented the Emperor with an enthusiastic address in favor of it, it is supposed that it will be granted. Colonel Bogdauvutch, who is one of the movers of the project, feels very sanguine, and in a call which he made on me to-day, he said that he even thought of visiting America for the purpose of obtaining capital.

I have had applications from two persons for information about the agricultural colleges in the United States. They are students in the agricultural academy here, but feel dissatisfied with the instruction which they receive.

The second part of the "View of the external commerce of Russia in 1866," has just appeared, from which I condense the following information. This part is dedicated entirely to the commerce of Russia with Asia.

The exportation for 1866 to Asia was 21,858,803 roubles, being an increase of 3,934,495 roubles on 1865. The importation was 24,714,783 roubles, being 1,385,864 roubles more than in 1865.

The precious metals imported in coin and bullion reached the figure of 608,349 roubles, 197,153 more than in 1865; the exportation of coin was 2,891,364 roubles, less by 2,316,624 than in 1865.

The statistics of the ten years 1856 to 1866 show the increasing trade rela-

tions with Asia, the value of the transactions showing a continuous augmentation. In this period the Russian exports have almost doubled. In 1856 they were only 10,593,882 roubles. The imports have increased more than 41 per cent. They were in 1856 17,002,189 roubles. The highest figure was reached in 1864, being 27,619,286 roubles.

The following is a list of the articles whose exportation by the Asiatic frontier in 1866 exceeded 50,000 roubles: cotton goods, 8,048,831 roubles; woollens, 3,533,913 roubles; silk, 1,683,658 roubles; leather, 1,347,316 roubles; metals, unworked, 819,853 roubles; raw wool, 810,051 roubles; cereals, 732,523 roubles; raw cotton, 730,047 roubles; metallic objects, 680,836 roubles; furs, 626,804 roubles; cotton thread, 480,973 roubles; sugar, 242,558 roubles; tea, 214,303 roubles; liquors, 210,625 roubles; linen and hemp goods, 203,915 roubles; cattle, 179,284 roubles; different woods, 161,344 roubles; cutlery, 132,126 roubles; colors, dye-stuffs, 117,494 roubles; horses, 85,969 roubles; silks, 83,578 roubles.

The articles of which the exportation has most increased in the 10 years from 1856 to 1866 are (the figures in parentheses indicate the exportation of 1856:) cotton goods, (2,173,826) roubles; woollens, (1,718,682;) silk, (580,090;) metals not worked, (334,708;) raw wool, (6,348;) raw cotton, (1,462;) cotton thread, (88,024;) sugar, (70,808;) tea, (2,661;) liquors, (40,892;) cattle, (33,333;) woods, (12,371;) cutlery, (64,913;) and horses, (39,352.) The diminution of exportation touches metallic objects, (2,556,968,) and furs, (856,977.)

Of the following articles the imports have been above 50,000 roubles: raw cotton, 5,798,069 roubles; tea, 5,039,208 roubles; cotton goods, 4,278,500 roubles; cattle, 3,242,331 roubles; fruits and vegetables, 963,049 roubles; refined sugar, 735,282 roubles; leathers, 652,616 roubles; furs, 593,636 roubles; silks, 439,487 roubles; tobacco, 310,093 roubles; wool, 279,535 roubles; woollen goods, 266,800 roubles; wax, stearine, tallow, &c., 235,245; cereals, 192,584 roubles; cotton thread, 167,766 roubles; fish, 162,262 roubles; gall nuts, 123,300 roubles; dye stuffs, 84,688 roubles; minerals, graphite, &c., 78,410 roubles; liquors, 67,303 roubles; metallic objects, 62,211 roubles; provisions, 60,657 roubles; drugs, 54,752 roubles; salt, 54,532 roubles.

The imports which have chiefly increased are raw cotton, (739,259 roubles in 1856;) cotton goods, (2,298,985;) tobacco, (99,948;) wool, (82,878;) woollen goods, (188,323;) fish, (61,824;) liquors, (44,760;) and provisions, (20,760.)

The imports and exports are thus divided between the different lines of frontier:

I. Commerce by the frontier of trans-Caucasus—

Year.	Exportation.	Importation.
	<i>Roubles.</i>	<i>Roubles.</i>
1856.....	1,306,217	4,350,063
1865.....	5,851,344	7,599,388
1866.....	5,183,026	8,338,212

The chief increase in exports during the ten years has been in silk, cottons, metals, metallic objects, woods, cattle, woollen and cotton goods.

The increase in imports has been in cotton goods, raw cotton, refined sugar, fruits, and vegetables, tobacco, woollen goods, gall nuts, liquors, and metallic objects.

II. Commerce of the trans-Caucasian ports of the Black sea—

Year.	Exportation.	Importation.
	<i>Roubles.</i>	<i>Roubles.</i>
1856.....	490,385	822,407
1865.....	4,374,835	3,508,195
1866.....	3,616,838	3,939,499

Both the exports and imports have shown a continuous increase since 1856, except the imports of silk goods.

III. Commerce of the trans-Caucasian ports of the Caspian sea—

Year.	Exportation.	Importation.
	<i>Roubles.</i>	<i>Roubles.</i>
1856.....	407,959	731,700
1865.....	779,835	1,171,261
1866.....	842,365	1,263,987

A special increase in the exports of metals, cotton goods, and cereals, and in the imports of raw cotton, fruits, vegetables, and silk goods.

IV. Commerce with Turkey in Asia, and Persia, by the Trans-Caucasian frontier—

Year.	Exportation.	Importation.
	<i>Roubles.</i>	<i>Roubles.</i>
1856.....	407,876	2,795,956
1865.....	696,624	2,919,932
1866.....	723,823	3,134,726

There is a marked increase in the imports of raw cotton and cereals, and a diminution of silk goods.

V. Commerce of the port of Astrachan—

Year.	Exportation.	Importation.
	<i>Roubles.</i>	<i>Roubles.</i>
1856.....	253,540	1,217,900
1865.....	758,005	1,373,606
1866.....	637,613	1,569,034

VI. Commerce of the lines of Orenburg and Siberia—

Year.	Exportation.	Importation.
	<i>Roubles.</i>	<i>Roubles.</i>
1856.....	2,935,289	5,098,964
1865.....	6,314,810	9,130,459
1866.....	10,847,335	9,479,162

VII. Commerce with China by Kiakhtha and the Amoor—

Year.	Exportation.	Importation.
	<i>Roubles.</i>	<i>Roubles.</i>
1856.....	3,831,761	6,335,262
1865.....	5,000,149	5,225,466
1866.....	5,190,829	5,323,375

Principal exports in 1866: woollen goods, 2,823,883 roubles; cotton goods, 1,140,228 roubles; furs, 516,996 roubles; leather, 349,168 roubles; cereals, 81,949 roubles; linen and hemp cloths, 78,042 roubles; and metallic objects, 60,221 roubles.

Principal imports: tea, 4,942,337 roubles; cotton goods, 159,672 roubles; leather, 93,948 roubles; cattle, 50,451 roubles.

Movement of navigation in 1866.

Entry of steamers and sailing vessels.	Loaded.	In ballast.	Tons.
Trans-Caucasian ports of the Black sea.....	686	749	
Trans-Caucasian ports of the Caspian and Astrachan	677	171	
	1,363	920	2,283
Sailing of steamers and vessels.			
Trans-Caucasian ports of the Black sea.....	940	471	
Trans-Caucasian ports of the Caspian sea, the port of Astrachan.....	696	127	
	1,636	598	2,234

The 2,283 ships which entered gauged together 93,405 tons; the total measurement of the 2,234 ships which sailed was 91,529 tons.

In 1865 there entered into these ports 2,263 ships, measuring 84,880 tons, and sailed 2,397 ships, measuring 86,203 tons. Of the 2,283 ships which entered in 1866, 1,077 bore the Russian flag; 1,075 the Turkish, and 61 the Persian. The other nations were represented by 70 vessels.

The receipts of customs duties in 1866 was 3,044,825 roubles.

The Russian exportation by the Asiatic frontier in 1865, and 1866 is divided as follows among different countries:

Countries.	1865.	1866.
	<i>Roubles.</i>	<i>Roubles.</i>
Turkey.....	4,104,809	3,535,811
Persia.....	1,717,466	1,749,067
Steppes of the Kirghizes.....	2,483,284	5,251,867
Khiva.....	999,509	1,565,457
Bukhara.....	2,250,853	877,182
Tashkent.....	523,547	3,187,124
China.....	5,057,766	5,146,222
England.....	45,155	17,840
France.....	741,919	528,233
Total.....	17,924,308	21,858,803

The imports are in the same way thus divided :

Countries.	1865.	1866.
	<i>Roubles.</i>	<i>Roubles.</i>
Turkey.....	3, 891, 025	4, 553, 048
Persia.....	4, 778, 523	5, 221, 161
Steppes of the Kirghizes.....	4, 483, 400	4, 517, 941
Khiva.....	394, 337	755, 909
Bukhara.....	3, 890, 250	3, 454, 319
Tashkent.....	420, 429	795, 510
China.....	5, 241, 917	5, 331, 923
Prussia.....	6, 942	5, 332
Germany.....	2, 474	1, 031
England.....	28, 889	5, 696
France.....	189, 362	66, 658
Austria.....	1, 371	6, 255
Total.....	23, 328, 919	24, 714, 783

ODESSA—TIMOTHY C. SMITH, *Consul.*

APRIL 1, 1867.

No American vessels have visited this port during the last quarter. The winter is fairly over, and navigation at this port has not been interrupted. In fact there has been no ice in the bay; and all through the eastern world the winter has been a rare exception with respect to cold and snow. Commerce has not been very active for the reason that the commodities which support it here have been deficient. The surplus produce was mostly sent off last fall. The prices of grain here have been, and still are, very high for this market, viz: wheat is worth now one dollar and a half per bushel in gold.

The spring has opened favorably, and there appears to be a general feeling of satisfaction with the present condition and prospect of the country as regards its agricultural, industrial, financial, and commercial future.

The railway excitement continues, and promises to cover the whole empire. Russian, British, French and Austrian lines of steamers are in operation between Odessa and foreign ports.

OCTOBER 12, 1867.

* * * * *

Commerce has been as active as the materials of which it is made would permit. The trade in wool has been about the same as in other years, but from deficiency in supply the grain trade has been less. The old crop of grain has been nearly all sent off, and a deficiency in the new crop in those countries which supply Odessa has restricted transactions in that article. At Taganrog, on the contrary, where the season has been more favorable for production, the grain traffic is said to be greater than before. Prices have been high, the foreign demand active, and sales made to the extent of the supply in all the ports of southern Russia. I think it will prove, as intimated in my despatch No. 42, that the grain crop in this country is below an average.

Nineteen invoices for America, representing a value of 325,000 roubles, have been certified at this consulate during the quarter.

APRIL 7, 1868.

* * * * *

Trade has been steady and limited in amount only by want of produce for exportation. The prospect for the spring trade is not so good as last year, for the reason that there is not, either in the interior nor at the ports, an equal quantity of produce for shipment.

Much suffering has been experienced in many parts of the country from scarcity of provisions, and notwithstanding liberal contributions everywhere made for the purpose, that suffering is not entirely relieved.

The production of the country the coming season will no doubt be lessened for want of the usual supply of good seed.

Prices of grain have never been so high as at present, wheat being quoted as high as \$1 50 to \$2 a bushel in gold, and rye at \$1 50 the bushel. The spring is opening, navigation upon the Danube already resumed, although the temperature of the air remains rather cold, and last week the ground was frozen several times during the nights.

The winter has not been hard at Odessa; the port has been frozen several times, but was cleared again in a few days by a change of weather.

The great work of railways is going ahead with increased vigor all over the country. I enclosed herewith a translation from the Russian Courier, giving an account of the caravan commerce of Russia with China, which may not be without interest:

[Translation from the Russian Courier.]

COMMERCE OF CHINA WITH RUSSIA.

The commerce of Russia with China, by the Siberian frontier of Kiakhta, has not materially varied in amount for several years. The average yearly trade is about sixty millions of roubles. Kiakhta, upon the left branch of the Amoor, is the extreme frontier of the Russian possessions in that direction. On the opposite side of the river, and separated from Kiakhta only by its waters, rises the Chinese town of Maimatschin. The distance from Kiakhta or Maimatschin to Peking, by way of Ourga, (practicable on horseback,) is twenty-two days. The route for caravans transporting merchandise is much longer. It requires sometimes six weeks. In summer, the caravan, composed of long lines of camels, is escorted by Mongol horsemen armed with the lance and buckler. In winter the scene is changed. Sledges run upon the ice in the midst of whirlwinds of snow, which easterly gales almost always, upon that part of the Asiatic plain, drive constantly before them. The temperature during the winter months is extremely low in these regions, notwithstanding their comparatively high altitude. But the reciprocal trade does not stop on that account. The Chinese, tradesmen by birth, are ready to undergo, where their interests require it, all the inclemencies of the seasons. Moreover, the Russian caravans which come from Irdchoustk, in winter with sledges covered with furs and with skins, and also in summer partly on horseback and partly on the backs of camels, do not give up to the Chinese in courage and energy. The greatest part of the merchandise brought by the Chinese to Maimatschin, to be exchanged at Kiakhta for Russian articles, is composed of different kinds of tea, flowers of tea, black tea, yellow tea, and brick tea. The first three varieties are of the very best qualities, selected with care from the superior pickings of the crops. These varieties of tea come also generally from the southern Chinese provinces, such as Yeumain, Tsi-Teheun, where the product is considered the finest flavored. It is probably this which has given the caravan teas their reputation of superiority with European tea drinkers. The brick tea, on the contrary, which is known only among the Russian, Tartar, and Mongol people, is made up from the leavings or odds and ends of the very poorest crops. They mix with it, often enough it would seem, the leaves of tea which have already been steeped and again dried. Dry leaves or green bits of bark, and little twigs, all pressed together hard, so as to give the mass the exterior form of a brick. Its name comes to it from this form in which it is exported. It is in that condition that the Russian merchants transport it to the fair at Nijna-Novgorod, from whence it is distributed in all the hovels of the peasants. The people of the steppes

of Mongolia and of Siberia buy also at the Chinese frontiers tea mixed with a kind of grass, and which is afterwards rolled into balls before being exported.

Large quantities of Chinese porcelain are sold also at Maimatschin. The Russians who for nearly two centuries have been in business relations with the empire of China, their neighbor, acquired about the same time as the Dutch a fancy for Chinese porcelain. There are at present collections of it in Russia which were begun long ago, and which are doubtless superior to any others of a similar character to be found elsewhere in Europe. I do not speak here only of the magnificent imperial collections at Tzarska-Sello, which are so much admired, but of private collections also. Nearly all the Chinese products bought by the Russians at Maimatschin are taken to the fair at Nijna-Novgorod, which is held from June to September. From there they are taken to other parts of the empire, or different countries of Europe. The total sale of Chinese goods at Kiakhtha varies from 30,000,000 to 35,000,000 roubles; but the cost of transportation to Nijna and beyond increases considerably that figure. For example, the transportation as far as Moscow of every kilogram of tea costs about four hundred and twenty centimes, which by way of the sea from Canton to Hamburg costs only forty centimes.

The Russian importation from Kiakhtha to Maimatschin, besides a money balance always in favor of the Chinese, is made up of cloths or half cloths of Russian make, of furs and skins from the Siberian provinces, of cottonades of Russian make, of leather and morocco, and finally of metals supplied in abundance from the mines of Siberia, notwithstanding the difficulties in the regular working of them.

All this merchandise does not usually surpass the sum of 25,000,000. But notwithstanding the competition which the opening of the Chinese ports has created in favor of certain kinds of English and French goods, and to the detriment of similar Russian goods, it does not seem that the Russian trade has diminished since 1860. The cloths and cottonades of Russia, notwithstanding their imperfections, have not ceased to be accepted. The Chinese are in their habits a constant people, and it is always difficult to eradicate with them those which they have already acquired. Every novelty is looked upon with suspicion, and time is necessary to make them accept any modification of their customs or practices. Since some time, however, a singular fact, and one worthy of mention, has produced itself. European goods brought to Shanghai have after that been reshipped to the eastern coast of Siberia. They have again been transported up the Amoor river and distributed in Mongolia, where, until then, the people knew no other than Russian goods. That commercial movement has not taken, it is true, great proportions, and perhaps the expenses which so long a voyage would add to its value will not permit it to increase. The importation direct by San Francisco and the Amoor would have more chances of success. But the people who inhabit Mongolia and the steppes of Tartary are so little understood, and their wants so little known, that it is very doubtful whether merchants will for a long time run the risk of sending them considerable quantities of merchandise. Moreover, in proportion as the neighboring Russian territories become more and more peopled, they will have better chances of continuing the monopoly, for their profit, of all the trade of that part of Asia.

FEBRUARY 22, 1868.

Enclosed herewith are tabular statements showing the importation and exportation of the port of Odessa during the year 1867, as also the number and nationality of the vessels engaged in the same. It is the official statement as published by the custom-house.

The imports have amounted to 2,000,000 roubles more than last year, showing an aggregate of near 16,000,000 roubles. The exports show a still greater increase, amounting to the round sum of 50,000,000 roubles, which is

an increase from last year of near 10,000,000. The total quantity of grain exported has been 22,500,000 bushels, or 3,000,000 more than last year. Of this quantity, 17,000,000 bushels of wheat, 2,500,000 bushels of rye, 500,000 bushels of Indian corn, 1,500,000 bushels of linseed, and 500,000 bushels of rape seed and colza seed.

Wool has been exported to the extent of 4,000,000 roubles, and tallow for 1,000,000 roubles.

Two-thirds of this trade has been with England, one-fifth with France and Italy, and the rest with the different countries of Europe and America. Wool, rags, and linseed have been the only articles shipped to the United States from southern Russia; 37 invoices, amounting to a little over a million of roubles in value.

Thirteen hundred and fifty-one ships, of which 235 were steamers, have been the carriers of this commerce, and of the whole number 297 have been Italian, 249, each, Austrian and Russian, and 188 English. None of them have been American. The exportation from the port of Nicolaieff has reached the figure of 9,000,000 roubles.

For the commerce of Taganrog and the sea of Azof, I would respectfully refer to my No. 51, accompanied by the annual report of the consular agent at that place.

During the past year the commerce of this country has been uniformly advantageous to those engaged in it. At the commencement of the year the prices had acquired what was supposed to be a maximum, and as the crops then promised favorably, not only in Russia but in all parts of Europe, it was expected that a diminution would ensue. Instead of this, however, the unfavorable prospect afterwards developed in France and Germany, and the almost complete failure of the harvest in some portions of Russia, conspired not only to keep up the prices, but to lend them additional buoyancy and a tendency upwards. Every man, therefore, who has transacted business in the grain market of Odessa has been enabled to clear himself with handsome profit.

The producers in some districts, especially in the vicinity of the Sea of Azof, the Tauride, and Ehaternoslaff, have produced large crops, and realized exceptional profits, but in Podolia, Kherson, Bessarabia, and many other parts of Russia, they have hardly been able in many instances to secure their seed. The high prices, moreover, have had the effect everywhere to bring out from the storehouses in the several districts the vast quantities of grain that have been generally kept on hand for eventualities, and the consequence now is that not only is there existing an absolute want for food in those districts, but also a scarcity for seed. The people have sold themselves short. Even rye, which has in other years been regarded as an unsalable commodity, and to be had always for four or five roubles the tchetwert, is now quoted at ten roubles, as far interior as Smolensk, near Moscow. The government has become aware of the general scarcity of provisions and seed for the spring sowing, and has organized a charitable subscription with the grand duke, heir to the throne, as its chief, all over the empire, for the purpose of relief.

It may therefore be fairly concluded that although the exhibit of exportation shows an abundant year in Russia, the exhibit is deceitful, and the absolute production of the year has been, if not deficient, at most not above an average.

The increased facilities afforded by the railways for transporting the produce to market will effectually prevent hereafter that accumulation of grain in the interior of Russia which has many times been of the greatest advantage to, if not the salvation of, the country, and in so much will counteract their benefits. The popularity of railways, however, remains undiminished, and they are progressing rapidly all through the country. The one from Odessa north will be opened this spring from Balta, its present terminus, to Elizabethograd, a distance of about 300 miles from Odessa, and in one or two years more the line will be

completed to Moscow, with its branches to Kicheurff, Kirff, and Kharkoff. The one from Voronege to Rostoff on the Don is opened a part of the distance, and the whole interior of Russia will soon be netted together by iron ways. In the Caucasus, also, the iron track which marks the progress of modern civilization, is advancing between Poté and Tiflis, to be finished in a few years to Bakon, bringing thus together the lonely waters of the Caspian, and the broad seas of the outer world. This will increase greatly the importance of Poté, already growing to be a considerable commercial port, and will open large countries to foreign trade.

A new industry in the neighborhood of Odessa is just commencing which promises good results. There are extensive Limas or salt lakes at 15 to 40 miles distant from Odessa, the water of which by evaporation produces beautiful salt. A company has been formed for this purpose, and is already in successful operation. Capital has been invested, and the government has constructed railways for accommodation of the traffic. In return the salt pays to the government 30 kopecks a pood tax, and is sold at 40 kopecks the pood, thus giving three-fourths its value as tax for internal revenue. The same tax is paid by other salt works in Russia, but I am assured by one of its directors, that notwithstanding this heavy excise the company will be able to realize handsome profits.

The cultivation of the vine is carried on to a greater extent every year in the south of Russia, especially in Bessarabia and the Crimea. The wine made in the Crimea does not lose by comparison with the better qualities of French and German wines, and it has at least an advantage over them that it may be relied upon as being pure. It has more body, if not a pleasanter flavor, and a more agreeable aroma. It is sold also at prices less than the uncertain mixtures of western Europe. American trade with the east will doubtless increase very much after the establishment of steam communication between New York and Constantinople and Odessa. But I fear that our importers will be satisfied to take at second hand for many years longer the commodities of these countries from France and England, which, as well as Austria and Russia, have regular steam lines with intermediate way stations between eastern and western Europe. I have therefore alluded several times to the benefits for American commerce of establishing steam communication with New York, with intermediate stations as above described, but the day for the realization of that progressive movement appears to be not yet very near. In this connection it has seemed to me that the present condition of political and financial affairs of the Turkish government might dispose it to sell us the Island of Crete, and that the purchase of it for a naval and commercial station (with perhaps a small American colony) would aid us in acquiring that prestige in the east which rightfully belongs to the greatness of our nation, and would make our influence more available for bringing under Christian rule Syria and the countries and people very properly claiming the blessings of such government. The commercial advantages to our country, and the profits of such a steam line for its stockholders, would be doubtless further augmented by the opening of the canal of Suez (no longer problematical) to the commerce of the world.

Statement showing the quantity, description,, and value of the importations at the port of Odessa during the year 1867

Quantity and description.	Value.	Quantity and description.	Value.
	<i>Roubles.</i>		<i>Roubles.</i>
9,979 poods of drugs and medicines		120,577 poods of fresh fruits	
9,311 poods of cotton	83, 248	256,374 poods of dry fruits	
9,610 poods of cotton thread		40 poods of sewing silk	
3,211 poods of utensils		12,289 pieces of watches	
842 poods of corks		7,440,137 poods of coals	1, 623, 583
20,728 poods of tin		800 barrels of salt fish	
70,442 poods of coffee		6,982 poods of cheese	
50,184 poods of dye stuffs		100,444 poods of rice	
7,787 poods of incense		1,475 poods of leather	
9,431 poods of cotton goods		16,445 poods of sulphur	
1,167 poods of silk goods		337 poods of cosmetics	
6,830 poods of woolen goods		1,331 poods of writing paper	
1,921 linen goods		4,866 poods of fancy articles in paper	
Linen and handkerchiefs	121, 961	23,032 poods of tea	
Clothing	62, 918	3,395,666 poods of iron	
146,675 poods of oil		5,988 poods of furniture	
290 pieces of machines	505, 671	1,405 pieces of pianos and other musical instruments	
4 poods of jewelry		2,337 poods of leather articles	
2,978 poods of pewter		832 poods of India-rubber goods	
35,603 poods of lead		2,945 poods of marble work	
287 poods of furs		54 poods of guns and pistols	
4,080 poods of strong liquors		3,445 poods of door fastenings	
68,347 bottles of wine		1,526 poods of soaps	
94,613 bottles of porter and beer		35,655 poods of porcelain	
21,229 poods of olives		18,897 poods of glassware	
17,937 poods of pepper		864 pieces of carriages	
5,751 poods of cloves		Sundries	314, 280
216 poods of fine sugar		Gold coin	1, 189, 938
91 poods of loaf sugar		Silver coin	21, 291
40,286 poods of tobacco		Bank notes	4, 417, 202
300 poods of cigars			

Statement showing the description, quantity, and value of the exports from the port of Odessa during the year 1867.

Quantity and description.	Value.	Quantity and description.	Value.
	<i>Roubles.</i>		<i>Roubles.</i>
2,821,810 tchetwert wheat *	33, 681, 269	45,209 poods hides	291, 853
434,458 tchetwert rye	3, 023, 785	211,362 poods tallow	994, 397
37,094 tchetwert barley	213, 354	2,484 pood candles	15, 897
79,985 tchetwert corn	558, 224	36,895 poods spirits	267, 510
5,918 tchetwert peas	58, 985	5,925 head cows and oxen	181, 010
14,468 tchetwert oats	68, 057	297 head sheep and goats	1, 270
85,559 tchetwert flour	1, 653, 585	676 head horses	101, 400
221,575 tchetwert linseed	2, 658, 891	Sundries	785, 018
96,079 tchetwert colza	480, 400	Gold and silver money	26, 266
248,015 poods wool †	4, 220, 043		
47,040 poods cordage	165, 385	Total	49, 446, 600

* 1 tchetwert, 6 bushels.

† 1 pood, 36 pounds.

Statement showing the nationality and number of sailing vessels and steamers arrived at the port of Odessa during the year 1867.

Nationality.	Sailing vessels.	Steamers.
Austrian.....	155	94
Belgian.....	5	11
Bremen.....	7	.....
English.....	128	60
Danish.....	2	.....
French.....	8	2
Greek.....	77	.....
Holland.....	3	2
Italian.....	297	.....
Mecklenburg.....	56	.....
Norwegian.....	88	.....
Prussian.....	47	.....
Russian.....	135	114
Swedish.....	8	.....
Turkish.....	42	2
Wallachian.....	5	.....
Oldenburg.....	2	.....

Making a total of 1,351 vessels.

FEBRUARY 18, 1868.

I enclose herewith the annual report of the consular agent at Taganrog, which gives an account of the commerce of that place up to the 30th of September of the past year. The total of exports up to that time he puts at 25,000,000 roubles, and of imports at 2,000,000 roubles. Official returns now published exhibit the exportation for the past five years from the port of Taganrog, as follows: In 1863, 15,967,739 roubles; in 1864, 16,313,581 roubles; in 1865, 17,341,912 roubles; in 1866, 23,116,661 roubles; in 1867, 32,209,497 roubles; and the importation for the whole of the year 1867 at 4,862,900 roubles.

The consular agent also speaks of the advantages of a contemplated railway from Kharkoff to Taganrog, and which I have no doubt, in consideration of its importance to the agricultural and coal mining interests, will be pushed forward to completion in a few years. The country surrounding the sea of Azoff has been this year more highly favored than other parts of Russia. The town of Rostoff on the Don, some sixty miles from Taganrog, is fast coming into importance as a commercial town. The exports from it this year have amounted to over eleven millions of roubles.

TAGANROG—A. PEDEMONTE, *Consular Agent.*

The difficulty which I experienced in the collection of some official information about the commerce of our port delayed the compilation of the present annual report.

Our trade during this year has not undergone any remarkable alteration. We can only state that the spring opened with great animation in business. Everybody exported goods purchased during the winter, which exportation was much facilitated by the numerous arrival of ships. Besides that, commercial speculation was pushed forward by the high prices paid in foreign markets, and by the meagre result of the previous harvest in Russia as well as in western Europe. By such circumstances all articles delivered for exportation, as especially corn, attained the highest prices. During the month of April they were as follows: Hard wheat, from 10.25 to 11.70 roubles per tchetwert; soft wheat, from

10.65 to 11 per tchetwert; barley, from 5 to 5.25 per tchetwert; wild colza, from 5 to 5.50 per tchetwert; rye, from 6.50 to 7 per tchetwert; oats, 4.50 per 6 poods; washed wool, from 9 to 9.60 per poood; tallow, from 4 to 4.25 per poood.

In the month of May abundant rains, helping the growth of seed, gave good hopes for the result of the new harvest, so that all qualities of grain suffered a decline of price of about 40 kopesks from the above rates, and it was the same during the following months of June and July.

In the month of August the result of the new harvest was known. In this vicinity it has been very abundant. Wheat and linseed gave an average result of from 14 to 23 for each tchetwert sown, barley, rye, and oats, from 20 to 25. This rich product was at the same time favored by fair weather, which permitted its cutting and threshing in the best conditions. However, notwithstanding such favorable circumstances, the prices during the months of August and September did not fall to those rates which every one was expecting them to, because the wheat growers, anxious to take advantage of the good weather and to reap their harvest, retarded bringing down the new produce, which consequently did not arrive in time to supply the wants of those who were providing cargoes for the ships arrived in Taganrog.

Thus our actual prices are: Hard wheat, from 10.40 to 12.25 roubles per tchetwert; soft wheat, from 11.75 to 12.15 per tchetwert; barley, from 5.25 to 5.75 per tchetwert; rye, from 7.50 to 7.75 per tchetwert; oats, 3.50 per 6 poods.

Our stock up to the present time is very much limited, but it will increase as soon as the wants of many shippers who have to complete cargoes with a great many vessels will cease. By that time we hope also that our prices will agree better with those of foreign markets, and it is probable this will happen in the winter time, when a new arrival of grains from the interior will take place.

Statement showing the description, quantity, and value of the exports from Taganrog during the year ended September 30, 1867.

Quantity and description.	Value in roubles.	Quantity and description.	Value in roubles.
1,514,995 tchetwert of sun-dry wheat	15,907,447	79,532 poods of salt butter....	715,788
447,431 tchetwert of rye	2,684,586	4,532 poods of caviar, Yemba ..	54,384
227,188 tchetwert of linseed ..	2,839,850	16,780 poods of caviar, red ..	100,680
5,433 poods of wild colza	28,165	2,210 poods of iron bars.....	5,525
72,347 poods of barley.....	325,561	9,525 poods of flour	9,575
203,525 poods of tallow.....	864,981	Sundry goods	250,000
148,808 poods of clean wool ..	1,413,676		25,199,218

Statement showing the description, quantity, and value of the importations into Taganrog, also the prices current during the year ended September 30, 1867.

Quantity.	Description.	Prices.		Value in roubles.
		Lowest.	Highest.	
185,292 poods.....	Carobs.....	\$1 20	\$1 30	231,615
10,164 poods.....	Coffee.....	8 00	14 00	111,804
17,592 poods.....	Salt olives.....	3 50	5 00	74,766
90,470 poods.....	Olive oil.....	8 00	9 00	768,995
6,317 poods.....	Dry figs.....	3 00	5 00	25,268
1,685 poods.....	Halira.....	7 00	8 00	11,795
3,804 poods.....	Almonds.....	8 50	10 00	34,236
66,765 poods.....	Sundry wines.....	3 00	5 00	267,060
3,876 poods.....	Rice.....	3 00	3 50	12,597
11,862 poods.....	Raisins.....	5 00	6 00	65,241
1,500 poods.....	Turkish tobacco.....	26 00	42 00	51,000
57,000 poods.....	Hazelnuts.....	2 00	3 00	142,500
11,000 bottles.....	Champagne wine.....	.....	2 25	24,750
20,200 bottles.....	Porter.....	1 00	2 00	30,300
5,691,000.....	Oranges and lemons.....	16 00	23 00	110,974
	Sundry goods.....	.....	.....	45,278
	Specie.....	.....	.....	85,000
Total in roubles.....				2,093,179

Owing to the good average result of the new harvest, the value of goods sent abroad this year has surpassed that of last year by the amount of 10,199,217 roubles.

The value of goods imported was of no consequence under the influence of the uncommon fluctuation of the exchange on France and England.

Statement showing the nationality, number, and tonnage of vessels arrived at the port of Taganrog during the year ended September 30, 1867.

Nationality.	With cargoes.		In ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
Austrian.....	4	1,000	24	6,000	28	7,000
Belgian.....	2	2,324	.....	.....	2	2,324
English.....	3	900	203	60,900	206	61,800
French.....	.....	.....	13	2,600	13	2,600
Grecian.....	87	17,400	168	33,600	255	51,000
Italian.....	13	3,900	226	67,800	239	71,700
Mecklenburg.....	.....	.....	39	12,480	39	12,480
Norwegian.....	.....	.....	48	14,400	48	14,400
Prussian.....	.....	.....	28	7,000	28	7,000
Roman.....	.....	.....	1	115	1	115
Russian.....	19	4,180	29	6,380	48	10,560
Spanish.....	.....	.....	1	278	1	278
Swedish.....	.....	.....	2	600	2	600
Turkish.....	16	2,400	9	1,350	25	3,750
Wallachian.....	.....	.....	1	300	1	300
Total.....	144	32,104	792	213,803	936	245,907

Freights paid to ships of different sizes were : For Italy, from 2. 50 to 4. 37 francs per hectolitre ; for Marseilles, from 4 to 7 francs per charge of eight double decalitres ; for England, from 58s. 6d. to 102s. 6d. per ton tallow, in full.

The absence of easy means of conveyance for the products of the inland provinces of the Azof's ports of export, caused the formation of several plans for the purpose of uniting by railway those provinces to one of our seaports. Among such projects, the best which calls the serious attention of every one is

that which claims the junction of Kharkoff to Taganrog, under the following circumstances :

The importance of a commercial place consists principally in the facility and readiness with which its products may be transported to their destination. In this respect Taganrog possesses an incontestable advantage over all other ports of this sea, for it is more adjacent to the rich and peopled lands of the interior, and to the town of Kharkoff, (only about 350 versts distant,) where all the trade of the interior is concentrated. Its commerce with the aforementioned provisions is done on a large scale, and every year acquired a greater importance. Its port is visited by a great number of ships of all nationalities, and these vessels are loaded every year with 300,000,000 kilograms of different goods, representing a value of about 20,000,000 roubles. These goods are furnished, besides the neighboring localities, by the lands of the Caucasus and the governments watered by the Volga, Don, and their tributary streams, and it is through this latter river that they are sent down to Taganrog.

The value of goods imported amounts every year to 4,000,000 roubles and 20,000,000 kilograms. All the towns of the territory between Taganrog and Kharkoff are in want of different products, such as iron, timber, tar, salt, fish, &c., besides the following imported articles : wine, oil, carobs, dried fruits, &c., the quantity of which articles amounts to many millions of kilograms, and which are transported by a great many vehicles. Every year, in the summer, more than 500,000 workmen arrive from the interior to Taganrog and Rostoff, from whence they disperse themselves in the towns and fields in order to exercise their industry. Besides that, in the direction from Taganrog to Kharkoff lie rich coal mines, which supply an abundance of that article, under the name of anthracite. By the opinion of the celebrated geologist Murcheson, confirmed by excavations, these mines extend themselves in a compact circular form without interruption to the distance of 300 versts. Northeastward from Taganrog, to the distance of 125 versts, there are the rich mines of Groushevsk, this Newcastle of the meridional Russia, which can give a yield of many millions of kilograms of this renowned anthracite. The amount of these considerations is, therefore, in favor of the railway from Kharkoff to Taganrog, which would produce the greatest benefit to trade in general. United by Rostoff to that which exists from Aksai to Groushevsk, it would go through lands rich of products, whose importance might easily increase, without speaking of the great number of travellers who would go to Taganrog from several points of Russia.

AMoor River—P. McD. COLLINS, *Commercial Agent.*

NICOLAEFSKI, *February 1, 1867.*

I have the honor of presenting herewith a list of arrivals at De Castries bay and this port of vessels with cargoes on government account during the year 1866, (enclosure No. 1;) a list of arrivals at this port during the same period of vessels with cargoes for sale, (enclosure No. 2;) and list of remittances from this place for that period, proceeds of sales of merchandise, &c., (enclosure No. 3) A comparison of the last two lists with those of last year of the same kind, shows something of an increase in both.

* * * * *

The increase of imports during last year is undoubtedly accidental, rather than the result of a steadily progressive demand for merchandise or increase of trade. The general character of the trade has not materially changed from that of former years, and the exports abroad from this port, with the exception of furs, are still so insignificant as not to be recorded in the government statistics.

* * * * *

Statistics have become, however, less readily obtainable than in former years, while in no respect are they more reliable. This report has been delayed a month for the obtaining of certain statistical particulars applied for and not yet received, and from the want of which it has become necessary to in part supply their place by estimates as found on the accompanying lists. No important new features bearing upon the trade, commerce, &c., of this place, present themselves as having been brought into practical operation, therefore remits could not have much increased. The increased exportation of furs (chiefly sables) to the United States is doubtless mainly attributable to the low rates of exchange which have existed at St. Petersburg during last year, and upon the permanent advance of which to the average rates, under ordinary circumstances, the export of furs to the States will probably considerably decline. The opening of the Longaree river for trading purposes has ceased to be discussed here as probable, and unofficially it is stated the government has not at present the intention of pursuing the matter further.

The exports of seaweed, biche de mer, bean cake, &c., from the Russian southern ports on the Gulf of Tartary, (named Passiet and Waladinastock,) are said to have somewhat increased the last year, but no reliable statistics on this trade are obtainable here.

The seaweed and biche de mer obtained at these ports is said to be inferior in quality to the Japanese and that found at the more northern Russian ports on the gulf.

SEPTEMBER 14, 1867.

I have the honor of reporting to the department that during the summer of the present year the Russian government have despatched to Aniva bay, southern end of Saghalien island, two vessels with troops, stores, &c., which have been landed there to remain, and there has also been sent there one gun-boat, to be employed for three years. It is said here privately that some arrangement has been entered into by the Russian with the Japanese government, whereby the subjects of both powers are freely permitted to enter upon and occupy any part of Saghalien island, and that such is the ground upon which troops (probably a very small force, however,) have been sent there. It is also reported that two of the Southern Kniele islands have at the same time been ceded to Russia by Japan. The names of the islands I am not acquainted with. Recently rumors have circulated here of a collision, at or near Aniva bay, between the Russians and Japanese, but there does not appear to be any evidence of an intention of increasing the force sent there by the Russians.

From a reliable source I am informed that the commander of the Russian government steamer Alert, which was in the Okhotsk sea not long since, warned out of the bays near Shantar island some American whale ships which were found there; one of these the Java, I am informed, not complying with sufficient promptitude was fired at with solid shot, whereupon she took her departure.

* * * Within a comparatively late period directions have been received to finish as rapidly as possible the telegraph line along the entire Amoor, and it is stated that Nicolaefsky will be thus connected with St. Petersburg by August, 1868.

Projects have been formed and applications made for the exclusive privilege of forming a steamship line from China and Japan to Wadewostoch bay on the Gulf of Tartary, within the Russian possessions, to connect with the overland telegraph line via Siberia and Amoor, for the purpose of transmitting despatches, it being believed that the East India line via Ceylon, &c., as it now is, can thus be successfully competed with.

Projects also have been submitted to the Russian government from influential Russian parties, with applications for an exclusive right of leasing and working the government coal mines on the Island of Saghalien, and also in one of the

southern bays of its possessions bordering the Gulf of Tartary, and for exporting and selling the coal. Should these proposals be accepted these operations would probably soon become extensive. Meanwhile, a suddenly increased demand has arisen for coal, two or three vessels having loaded the present year at Saghalien for Japan or China, with coal, and one intending to load for San Francisco. It is understood the ground of this sudden demand is the line of steamships recently commenced between California and Japan, &c.

The operations in gold mining on the Amoor or some of its branches, near the town of Albazin, appear the present year to be taking a more solid shape. Another river steamboat has been purchased for that business, and negotiations are or have been pending, I am told, for still another, and also an iron barge from the government.

As a consequence of the commencement of operations for working these and other mines on or near the Amoor, it is reported that the prices of provisions generally at Blagowetchensley, the capital of the Amoor province, have considerably advanced, notwithstanding the improvements in agricultural operations in that region have enabled the settlers there to again this year dispose of a considerable surplus stock of grain, from 30,000 to 40,000 poods being named, the kinds of which have not been ascertained, as the difficulty of procuring here statistical information of any kind is still as great if not greater than in former years.

Another new feature in the trade operations of this country is an intended shipment of some 6,000 poods unwashed wool from the region of the Baikal province via the Amoor to London.

With these new developments the number of Siberian traders engaged in the Amoor trade has considerably augmented the present year, and we have now four firms of this kind established here, where last year only one could be found. This increase is attributed to a variety of causes, the principal of which are the comparative cheapness in Siberia, in comparison with importation from abroad to this place, of all descriptions of manufactured cotton goods adapted to the demand, and also to the fact that Siberian traders generally can and do purchase goods of this description at Nijna Novgorod and other places in Russia and Siberia on terms of credit of from 18 to 24 months, which affords them a great advantage. Another reason assigned as a probable partial cause of this increase here of Siberian traders is the reported intention of the Russian government to apply next year an internal revenue tax upon all spirituous liquors brought to this port, either from abroad or the interior, which has not before paid elsewhere within the Russian dominions this revenue, the amount of which it is said is to be 15 kopecks per degree of strength per redeo, which equals about $3\frac{1}{2}$ gallons of English wine measure. At this rate a gallon of liquor or alcohol of 90 degrees strength would pay a tax of rs. 1 50 per gallon. As the information is not officially announced here it would have not been material, had it not been for the fact that it was conveyed to me privately by one of the highest officials in the province, who expressed the belief of its being correct. The application of any such tax, without sufficiently reasonable notice to admit of countermanding shipments here from abroad of these articles, would be very severe upon foreigners engaged in trade here.

I beg leave to enclose herewith (enclosure No. 1) a list of the remittances of cash from this place via, St. Petersburg, by the foreign houses during the year 1867, up to date; enclosure No. 2, a statement of the importations from abroad and of the value of the merchandise, &c., received here from the interior during the same time, and the number of arrivals of merchant vessels with cargoes for sale.

A statement of remittances by the Russian concerns engaged in trade it is quite impossible to obtain, and the statement concerning quantity, &c., of merchandise brought from the interior, does not include all the arrivals. Some parties, availing themselves of the lack of vigilance of the local authorities, do

not present any manifests, or else they are lost or abstracted from the government office after presentation. No account of exports, which consist chiefly of coal from Saghalien, are obtainable. It is estimated that the quantity of coal shipped is about 1,500 tons, of which 300 or less are intended for San Francisco, and the rest for China and Japan. The value of furs exported up to date of the present year to San Francisco, chiefly sables, is in the aggregate, 15,484.18 roubles silver.

Several vessels have arrived the present year at De Castries bay and this place with government stores, consisting chiefly of black flour, but there does not appear to be in the government offices any regular record of these vessels or of their cargoes. As on the sea coast of China, so also with the Chinese living on the banks of the Amoor, the greatest part of the trade is done by exchanging silver for their products.

Of late the chief Chinese traders, having obtained permission from their government, are said to be importing their own silver from St. Petersburg direct. This movement is calculated to have a damaging effect upon the trade of the Russian and foreign merchants having business with the Chinese in that region. One Chinese trader has recently bought a small steamer on the Amoor, sufficiently large, however, to run from Nicolaefsky to the head of navigation, and to tow a small barge. These changes are mentioned, though not important in themselves, as evidence of some progress in the development of trade by the Chinese.

Statement of the value of assorted merchandise brought to Nicolaefsky, Amoor river, from the interior, from January 1, to September 14, 1867.

	Roubles.
Consisting of manufactured dry goods, dried fruits, confectionery, grain, cattle, and sundry other articles in small quantities.....	304, 403
Assorted merchandise imported from abroad during the same time, as follows :	
	Roubles.
From Hamburg, in two vessels.....	227, 900
From Bremen, in one vessel.....	175, 950
From China, in one vessel.....	24, 865
From United States, in three vessels.....	219, 192
Total.....	647, 907

List of remittances sent from Nicolaefsky, Amoor river, by foreign merchants, through the Imperial treasury at St. Petersburg, from January 1, to September 14, 1867.

	Roubles.
By citizens of the United States.....	270, 753
By other foreigners here.....	174, 854
Total.....	445, 607

AMOOR RIVER—H. G. O. CHASE, Consul.

DECEMBER 31, 1866.

Statement showing the description and value of the exports from Amoor river to the United States during the quarter ended this day, (compiled from consular returns.)

Furs.....	1, 568roubles.
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GREECE.

ZANTE—A. S. YORK, *Consul*.

AUGUST 26, 1867.

I have the honor to inform you that on the 24th instant the British schooner *Flora*, left this port with \$507,612 worth of Morea currants for New York. The invoice has been certified by me and forwarded to the collector of customs to the gross amount of \$14,725 82.

Another cargo will be perhaps forwarded hence of Zante currants which is far superior to the Morea quality, and one or two, I understand, from Patrass. The proposed agent of the United States, at Sta. Maura, intends to send out a cargo of olive oil, wine, soap, linseed, &c.

I am glad to see that my prediction, that the sight of the American flag will encourage and extend the American trade to these parts of the world, is realized. The effect of my suggestion is now beginning to take place, and I hope that ere long a not indifferent intercourse of commerce will take place. If Congress would take in consideration this matter, and lessen the duty on currants, which is here considered enormous—five cents per pound—I have no doubt that trade increasing between this and the United States would amply recompense the difference.

* * * * *

CEPHALONIA—D. S. CARUSO, *Consular Agent*.

Currants.—The quantity exported during January, and up to June, inclusive, has been shipped as follows :

	<i>Pounds.</i>
England, direct.....	1, 401, 126
Holland (Rotterdam and Groningen).....	504, 255
Belgium (Antwerp).....	483, 131
Hamburg, direct.....	152, 361
Russia (Taganrog).....	72, 563

Forming together the 2,613,436 pounds of the crop of 1866 of Cephalonia growth.

The quantity exported from August, and up to December 31, 1867, has been shipped, as follows :

	<i>Pounds.</i>
England, direct.....	10, 039, 665
Falmouth, for orders.....	3, 907, 558
Belgium (Antwerp).....	339, 171
Holland (Rotterdam).....	571, 956
Bremerhaven.....	405, 806
Hamburg.....	549, 510
Russia (Odessa).....	33, 206
Malta.....	5, 031
France.....	302, 830

Forming together the above 16,154,733 pounds of the crop of 1867 Cephalonia growth. The total crop being calculated to yield about 20,000,000 pounds ; a stock remained December 31, 1867, of about 4,000,000 pounds to export.

The opening price has been, in August, \$24 per 1,000 pounds, or about 16 $\frac{5}{9}$ per hundred weight (112 pounds English) free on board. The price subsequently fell to \$23 $\frac{1}{2}$, \$23, \$22 $\frac{1}{2}$, and \$21, and consequently the average price of the quantity shipped as above, say of the 16,154,733 pounds, turns out to have been about 22 $\frac{3}{4}$ per mele, or about 15 $\frac{5}{7}$ per hundred weight free on board.

The export duty on Cephalonia currants, as well as on olive oil and wines, continues to be at the rate of 19 $\frac{1}{2}$ per cent. ad valorem.

The whole of the olive oil has been shipped to the Black sea and the Levant.

The wines and spirits equally have been shipped to the Black sea and the Levant.

Foreign grains, almost all wheat, have been shipped to Ithaca, Sta. Maura, Corfu and Morea.

Foreign manufactures and sugars, coffees, sulphur, &c., shipped to Morea, Ithaca, Zante, and the Levant.

The column of "sundry domestic products and manufactures" comprises cheese, lamb skins, barrels, &c. Cheese is generally shipped to Alexandria and Levant, skins to Trieste, the barrels (country manufacture,) are used for packing the currants, and therewith exported.

REMARKS.

A. *Manufactures* are partly imported from England and in English vessels, partly from Germany, via Venice and Trieste, in Italian, Austrian, and Greek vessels, and a small quantity is imported from France.

B. *Grains*, being mostly wheat, are imported from the Black sea, the greater portion produce of Moldavia, Wallachia, &c., and part from Taganrog and Odessa, generally in Greek vessels.

C. *Rice and vegetables*. Rice being about seven-tenths of the importation is brought from Venice; vegetables come from Moldavia, Wallachia, &c.

D. *Timber*, consisting almost entirely of boards, and other descriptions of timber used for house-building purposes; it is imported from Venice and Trieste, generally in Italian vessels, and occasionally in Greek vessels.

E, F. *Large and small cattle* are imported from Turkey and Walachia; a fixed number of head is brought into the island monthly, there being no pastures in Cephalonia to enable keeping on the spot large flocks.

G. *Sugars*. Crushed are only imported; Dutch, English, and a small quantity of French, generally from England and in English vessels.

H. *Coffees*, nearly all imported from England and in English vessels; a small quantity imported from Trieste.

I. *Sulphur*. The whole imported from Sicily; it is used exclusively in applying it to the currant plants and vines as a remedy against the blight.

J. *Staves and hoops*. Staves are imported from Trieste and Fiume, and are used in making barrels for currants; hoops are brought from Sicily; heavy staves are imported from Turkey.

K. *Tobacco*. All in leaf is imported from Turkey and Morea; a very limited quantity of cigars is imported from Malta; Cephalonia also produces a certain quantity of tobacco.

L. *Codfish caviar*. The caviar imported from the Black sea forms the largest part of the value of this item; herring, salmon, codfish, &c., come from England, Malta, &c.

M. *Wines and spirits*, consisting mostly of ale and rum imported from England and Malta, a very small portion of the item being French wines from France.

N. *Petroleum*, imported chiefly from Malta and Venice. Owing to the rise of price in our olive oil the use of petroleum is larger in our country this year.

O. *Iron* is all imported from England and in English vessels.

P. *Medicines, gums*. Almost all imported from Trieste; gums consisting mostly of libanum gums and gum-arabic.

Q. *Sundries*. This item comprises various foreign products, such as onions, garlic, butter, dried fruit, &c., imported from Naples, Sicily, Morea, and the Levant.

R. *Morea currants* are brought in transit for sale and bought here. The total quantity imported this season amounted to \$9,356,274, of which \$509,164 have been shipped to New York directly; further \$119,797 to New York via Liverpool, and all the rest shipped to England.

Statement showing the description and value of the exports from Cephalonia during the year ended December 31, 1867.

Months.	Currants.		Olive oil.	Wines and spirits.	Foreign grain.	Foreign manufactures and products.	Sundry domestic products and manufactures.	Morea currants of crop 1867.	
	Quantity in pounds, English weight.	Value.						Value.	Quantity in pounds, English weight.
1867.									
January	785,102 217,179 1,092,472 56,847	\$19,627 55 4,136 40 27,311 80 1,081 04	\$520 00 420 00 70,987 00 12,288 17 8,235 84	\$428 00 1,064 00 1,426 00 350 16 430 00	\$56,338 00 30,054 00 18,646 00 15,608 48 13,078 00	\$3,832 00 4,664 00 8,898 00 1,710 00 3,930 00	\$4,414 40 5,548 00 4,910 00 3,989 84 3,263 00		
February									
March									
April	129,286 42,829 238,711 50,960	3,232 15 1,070 72 5,967 77 968 24	2,280 82 3,300 00 243 34 51 34	888 48 243 34 34 24 51 34	856 70 3,441 70 4,604 16 3,174 34	1,899 54 1,631 00 3,812 48 5,138 16	2,166 16 3,180 00 19,849 70 21,373 34		
May									
June									
July									
August	6,483,574 4,569,856 3,260,341 994,339 849,063	147,501 30 103,896 06 74,172 75 22,620 30 19,329 83	584 16 620 34 203 34 112 52 88 34	217 16 639 34 616 70 673 70	6,339 00 6,339 00 5,276 70	3,715 34 3,993 34 2,476 34	19,849 70 21,373 34 14,108 34 3,993 34 3,378 52		
September									
October									
November									
December									
Total	18,768,169	430,905 91	99,579 05	6,526 94	134,493 78	43,546 20	90,174 64	9,356,274	178,901 00

* The S means sound fruit.

† The Rd means rain-damaged fruit.

Statement showing the description and value of the imports during the year ended December 31, 1867.

Months.	A.	B.	C.	D.	E.	F.	G.	H.	I.	J.	K.	L.	M.	N.	O.	P.	Q.	R.
	Manufactures in general.	Grains in general, and flour.	Rice and vegetable.	Timber in general.	Large cattle.	Small cattle.	Sugars.	Coffee.	Sulphur.	Staves and hoops.	Tobacco in leaf and cigars.	Caveau, codfish, herrings, &c.	Wines and spirits.	Petroleum.	Iron in hoops, bars, &c.	Medicines and gums.	Sundry products.	Currents of Mexico, crop 1867.
January.....	\$22,525	\$66,555	\$3,785	\$7,268	\$1,500	\$4,700	\$17,200	\$7,200	\$1,700	\$3,860	\$729	\$704	\$563	\$950	\$5,368	\$338	\$5,505	.....
February.....	16,575	17,615	1,946	5,914	1,632	3,200	7,770	.....	.....	6,812	1,040	2,370	.....	1,200	250	250	894	.....
March.....	22,612	12,110	4,745	38,299	5,700	5,000	14,760	6,500	.....	5,539	1,100	9,290	89	200	3,000	700	955	.....
April.....	11,704	52,200	2,200	25,417	6,000	5,000	4,800	1,884	3,700	4,560	340	640	200	225	200	215	590	.....
May.....	19,882	78,504	1,236	8,456	3,000	3,900	36,800	1,050	4,220	5,690	.....	7,884	1,970	210	330	740	6,286	.....
June.....	17,380	50,985	3,150	3,051	3,000	3,780	8,401	1,100	3,200	3,898	50	9,528	1,720	150	1,400	530	3,429	.....
July.....	11,835	15,430	3,986	4,070	2,200	3,500	.....	2,660	.....	570	70	2,763	100	215	1,760	160	1,630	.....
August.....	16,400	20,766	1,300	6,161	2,000	3,600	2,460	800	.....	8,950	.....	4,496	.....	130	250	330	1,350	\$64,655 82
September.....	7,690	43,995	784	1,800	5,000	3,800	.....	3,025	.....	1,400	.....	834	.....	160	.....	120	738	863 338 18
October.....	9,889	92,638	874	2,093	6,010	2,800	30	600	5,500	2,065	535	5,985	80	270	5,600	470	867	23,734 06
November.....	14,233	133,186	3,040	4,747	4,000	4,200	7,140	1,200	.....	2,060	1,080	3,853	30	480	.....	390	1,880	2,076 30
December.....	9,164	41,508	537	1,085	5,500	4,500	5,550	5,000	5,500	.....	99	3,887	50	90	6,602	50	2,116	2,096 64
Total.....	179,919	630,812	29,583	108,311	45,542	48,050	104,910	31,019	23,820	45,404	4,043	54,734	4,853	3,980	18,760	4,223	26,220	178,901 00

TURKEY AND DEPENDENCIES.

CONSTANTINOPLE—J. H. GOODENOW, *Consul General*.

DECEMBER 20, 1867.

I have the honor to transmit herewith statements showing the description, quantity, and value of the imports from the United States to Constantinople for the year ended September 30, 1867, and also the exports to the United States for the same period.

It will be seen that rum and alcohol are the principal imports, while opium, rags, and otto of rose are the chief exports. During the year but two American merchant vessels have arrived at this port, their total tonnage being 753. Both came from New York with cargoes of rum and alcohol, and cleared for Boston with cargoes of wool, rags, and Angora goats.

There have been but few changes in the trade and commerce of this consular district, or in its imports and exports to and from foreign countries, since my last annual report. It was stated in the reports of my predecessor that the importation of gunpowder, cannon, arms of war, military stores, and of tobacco and salt in the Ottoman dominions has been prohibited by imperial decree and by the treaty of 1862.

The cotton crop of the Turkish empire during the present year is estimated at hardly 450,000 bales.

The crop is less than the two preceding years, in consequence of a great decline in the price of cotton and the high price of wheat, rendering the cultivation of the latter more profitable than that of the former.

The quality of the cotton grown in the empire this year is generally superior to that of the preceding year. But a small quantity has been brought to the capital from the interior, where a large portion has been retained to be wrought into native fabrics, in consequence of low prices abroad.

No answer has been received from the Porte to the diplomatic note in favor of opening the Dardanelles at night to steam and sailing merchant ships of all flags. The application was signed by the American, British, Russian, Prussian, Spanish, Belgian, Dutch, and Greek representatives. The Austrian and Italian ministers withheld their signatures.

All vessels entering the Dardanelles are required to stop to have their bills of health visaed at one of the five places following, viz: Sedil Bahr, Itkernees, Dardanelles, Gallipoli, or Lampsaki. A failure to comply with this regulation subjects the offending party to a fine of ten Turkish pounds, (almost \$45.)

During the year a concession has been made by the imperial government for a railway from the capital to Vienna and western Europe. The grant thus made comprises, with the main and branch lines, 1,200 miles of iron road.

Starting from Constantinople the line will pass by Adrianople, Sophia, and Nishe to Belgrade, where it will join the intended extension from Basiasch and Vienna, thus establishing a trunk communication with the railway system of western Europe. A branch line will connect Adrianople with Enos and the gulf of that name, while a second branch will unite Nishe with Salonica.

The promoter of this important enterprise is a French engineer of great experience on the Italian and Russian railways. The concession has been granted to a company of Brussels.

The financial combination by which this important scheme is to be carried out is said to include Messrs. Hope, of Amsterdam, and Baring Brothers, of London; and if so, would appear to offer solid guarantees for the execution of a project which will be gigantic in its costliness, as well as in the benefits which it is calculated to confer on the industry and trade of western Turkey.

* * * * *

Statement showing the description, quantity, and value of imports from the United States to Constantinople during the year ended September 30, 1867.

Quantity and description.	Value.
5,516 barrels and 223,204 gallons alcohol	\$109,898 00
7,563 barrels and 229,017 gallons rum	103,463 49
240 cases cotton gins	27,972 75
164 tons logwood	4,042 40
29 cases furniture	3,895 48
900 cases kerosene oil	2,795 00
Books	1,290 00
100 cases flatirons	625 00
25 barrels and 1,038 gallons rakee	557 04
301 dozen spring balances	555 00
13 dozen round clocks	470 00
25 pumps	390 00
20 dozen wheat cutters	350 00
24 dozen bottles cherry pectoral	200 00
34 dozen bottles hair dye	183 00
20 kegs ink	136 00
50 dozen pails	130 00
6 dozen cook stoves	126 00
Lamps	100 00
25 nests tubs	96 00
12 dozen bottles cod-liver oil	96 00
20 dozen bottles pain-killer	77 00
8 dozen bottles Peruvian syrup	60 00
18 dozen churns	50 00
Flatiron stands	50 00
3 dozen bottles toothwash	26 00
2 dozen cornshellers	16 00
Sundries	305 00
Total	257,955 16

Statement showing the quantity, description, and value of exports from Constantinople to the United States for the quarter ended September 30, 1867.

Quantity and description.	Value.
11,594 pounds opium	\$43,695
2,220 bales rags	33,172
3,228 ounces otto of roses	24,020
33,715 pounds adragant	10,991
5 bales raw silk	8,421
118 bales wool	4,928
910 pounds oil of geranium	4,188
17,102 pounds grain (dying)	3,647
59 cases gum-arabic	2,216
10,210 pounds gall nuts	2,122
1,931 pounds Turkish tobacco	1,518
18 cases pipe clay	1,473
327 pounds scammony of Aleppo	1,022
1,152 pieces boxwood	883
141 pounds otto of palmarose	839
69 pounds otto of sandal	510
30 Angora goats	428
Fruit	280
34 carpets	270
35 pair cymbals	139
Sundry articles	2,897
Total	147,664

MARCH 31, 1867.

Statement showing the description and value of exports from Constantinople to the United States during the quarter ended March 31, 1867, (compiled from consular returns.)

	Piasters.
Pipe-clay	28, 145
Otto of roses and geranium	24, 900
Otto of roses and gum-tragacanth	34, 146
Gum-tragacanth, wool, and boxwood	485, 370
Arab cloaks and slippers	990
Arab towels and tobacco	850
Gum-arabic	1, 415
Opium	159, 516
Scammony of Aleppo	10, 424
Total	745, 756
Total for quarter ended June 30, 1867	418, 252
Total for quarter ended September 30, 1867	2, 161, 385
Total for nine months	3, 325, 393

SMYRNA—ENOCH J. SMITHERS, *Consul*.

Statement showing the nationality, number, tonnage, and crews of vessels, together with the value of cargoes cleared and entered at the port of Smyrna, during the year 1866.

Nationality.	With cargoes.			In ballast.			Total.			Invoice value of cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
CLEARED.										
American	6	1, 886	68				6	1, 886	68	\$241, 300
Austrian	175	114, 235	6, 897	21	7, 793	394	196	122, 028	7, 291	2, 852, 900
British	139	85, 423	3, 200	25	8, 531	332	164	93, 954	3, 532	7, 600, 200
Dutch	10	1, 480	63				10	1, 480	63	148, 200
French	160	98, 624	8, 411	4	850	32	164	99, 474	8, 443	3, 355, 100
Greek	245	46, 990	3, 166	20	3, 340	165	265	50, 330	3, 331	483, 400
Hanoverian	2	266	13				2	266	13	9, 800
Hanse towns	3	460	22				3	460	22	44, 200
Italian	35	10, 460	346	1	410	16	36	10, 870	362	83, 250
Mecklenburg	2	462	21				2	462	21	25, 650
Oldenburg	6	701	35				6	701	35	70, 900
Prussian	6	1, 310	58				6	1, 310	58	50, 700
Russian	51	34, 801	2, 650	8	2, 051	56	59	36, 852	2, 706	602, 250
Spanish	11	3, 620	302				11	3, 620	302	855, 100
Swedish and Norwegian	4	1, 037	43				4	1, 037	43	65, 650
Turkish and Egyptian	564	174, 990	15, 860	10	910	66	574	175, 900	15, 926	1, 304, 600
Total	1, 419	576, 745	41, 155	89	23, 885	1, 061	1, 508	600, 630	42, 216	17, 793, 200
ENTERED.										
American	5	1, 474	56	1	412	12	6	1, 886	68	182, 100
Austrian	186	121, 340	7, 173	8	1, 272	54	194	122, 612	7, 227	2, 582, 950
British	133	84, 795	3, 171	29	7, 870	310	162	92, 665	3, 481	5, 827, 500
Dutch	9	1, 340	57	1	140	6	10	1, 480	63	155, 400
French	162	98, 667	8, 423	6	1, 062	49	168	99, 729	8, 472	2, 621, 200
Greek	253	47, 466	3, 216	19	3, 266	161	272	50, 732	3, 377	1, 788, 600
Hanoverian	2	266	13				2	266	13	29, 300
Italian	34	10, 150	338	2	813	39	36	10, 963	377	606, 350
Mecklenburg	2	462	21				2	462	21	6, 400
Oldenburg	5	564	29	1	137	6	6	701	35	77, 600
Prussian	6	1, 310	58				6	1, 310	58	70, 800
Russian	57	36, 864	2, 738				57	36, 864	2, 738	1, 067, 400
Spanish	7	2, 757	268	4	863	34	11	3, 620	302	5, 750
Swedish and Norwegian	4	1, 037	43				4	1, 037	43	82, 600
Turkish and Egyptian	559	174, 813	15, 803	8	717	56	567	175, 530	15, 859	2, 785, 900
Hanse towns	2	310	15	1	150	7	3	460	22	58, 600
Total	1, 426	583, 615	41, 412	80	16, 702	734	1, 506	600, 317	42, 156	17, 948, 450

Comparative statement showing the description, quantity, and value of the principal exports from Smyrna to all countries during the years 1866, 1867.

Description.	1866.		1867.	
	Quantity.	Invoiced value.	Quantity.	Invoiced value.
Cotton bales....	45,000	\$3,500,000	50,000	\$2,800,000
Madder root do....	40,000	950,000	29,000	773,000
Figs tons.....	6,950	1,010,000	7,778	1,115,000
Raisins do.....	11,166	1,129,120	13,055	1,180,000
Wheat imp. quarters.	70,600	720,000	117,600	1,200,000
Barley do.....	58,800	320,000	174,500	897,000
Gums pounds.....	300,000	130,000	310,000	135,500
Galls do.....	300,000	50,000	270,000	48,000
Sponges packages..	3,500	450,000	3,500	495,000
Yellow berries pounds	600,000	105,000	920,000	150,300
Wool, sheep do.....	3,960,000	650,000	4,620,000	560,000
Hair, goat's do.....	210,000	56,000	231,000	64,000
Valonea tons.....	20,000	1,540,000	30,555	2,420,000
Opium pounds.....	391,875	1,045,000	590,685	1,764,000
Sesame imp. quarters.	10,000	179,000	5,000	85,000
Wax pounds.....	397,000	121,000	330,000	101,200
Licorice paste do.....	3,300,000	225,000	3,400,000	229,000
Drugs do.....	200,000	150,000	250,000	179,000
Rags tons.....	5,555	160,000	5,660	164,900
Hare skins do.....	450,000	60,000	445,000	58,000
Goat and lamb skins do.	150,000	50,000	160,000	59,000
Emery stone tons....	2,500	75,000	2,650	79,590
Carpets and rugs do.....		125,000		127,800

JANUARY 4, 1868.

I have the honor to transmit herewith my first annual report on the trade of Smyrna, which has necessarily been delayed owing to the great difficulty of obtaining authentic commercial returns; no statistical information of any kind being published by this government.

The enclosed tables, prepared from consular records and reliable private sources, I believe to be correct.

1. Imports from the United States during the year ended September 30, 1867.

2. Exports to the United States during the same period.

3. Comparative statement of the exports to all countries during the years 1866 and 1867.

4. Movements of the port of Smyrna during 1866. Entered.

5. Movements of the port of Smyrna during 1866. Cleared.

During the year six American vessels entered, with an aggregate tonnage of 1,822 tons, and seven cleared, with an aggregate tonnage of 2,233.

During our late rebellion many vessels engaged in the Smyrna trade were placed under the British flag to avoid the depredations of piratical cruisers. Six of these vessels visited this port during the year; as they are owned by our citizens and manned chiefly by our sailors, it is to be regretted that a way is not opened for their return to the old flag.

IMPORTS FROM THE UNITED STATES.

Alcohol.—The consumption of this article is very large and increasing, it being manufactured into a favorite drink called “rakee,” of which great quantities are consumed throughout Asia Minor and exported to Russia and Constantinople.

Petroleum.—This commodity is being extensively introduced and is rapidly taking the place of olive oil, solely used for lighting purposes before the introduction of petroleum.

Blue drills.—The importation of American blue drills has greatly declined

since the commencement of the late civil war. The fall in the price of cotton will, it is confidently expected, restore this article to its former position in this market.

EXPORT TRADE WITH THE UNITED STATES.

From the enclosed return marked No. 2, it will be seen that three-fourths of the exports to the United States are carried in foreign bottoms, principally steamers via England, which fact is attributable in a great measure to the destruction of our merchant service.

A monthly line of steamers between the United States and the principal ports of the Mediterranean would, I am confident, be the means of extending our commerce, and prove a profitable investment to our capitalists.

Average rates of freight to the United States by steamers via England.—Opium, to New York or Boston, £10 per ton measurement, and 10 per cent. primage. Fruit in skeleton cases, to Boston, £7 per ton weight; to New York, £6 per ton weight. Gums, licorice paste, galls, yellow berries, sponges, for Boston or New York, £5 per ton measurement and 10 per cent. primage.

By sailing vessels direct.—Fruit, £4 to £5 per ton weight; wool, 2 cents per pound; madder and licorice roots, £4 per ton.

Brokerage.—The customary charge is one per cent., paid by the seller, on all articles except wax and opium, which pay $\frac{1}{2}$ per cent. and yellow berries ten-fourths of a piastre per oke, besides the one per cent.

Commissions.—On Opium $2\frac{1}{2}$ to 3 per cent; on figs according to quantity, $2\frac{1}{2}$ to 5 per cent.; on other articles it is generally $2\frac{1}{2}$ to 3 per cent.

Port regulations.—Masters are allowed to anchor their vessels at discretion, and are required immediately upon anchoring to proceed to the health office to obtain free entry. No ballast is allowed to be thrown overboard in port. A fee of 10 cents is payable by every vessel entering.

All vessels are required to pay light dues before clearing, at the rate of 4 cents per ton for entering and clearing, on all vessels under 800 tons. Exceeding this tonnage the dues are reduced to one-half.

Pilots.—Vessels can procure a pilot at the entrance of the Gulf of Smyrna at the cost of 10 dollars.

Exchange.—There is no rate of exchange between Smyrna and the United States.

AGRICULTURAL PRODUCTS OF THE SMYRNA DISTRICT FOR 1867.

Cotton.—This crop, considering the extent of ground cultivated, was small and inferior in quality, owing to the dryness of the season. It amounted to 50,000 bales. The raw material has so much declined in price in this market, being lower than in 1860, as to render its growth for exportation the coming season improbable.

Grain.—The grain crops have all been unusually heavy, the quantity for exportation being about double that of last year.

Madder roots.—This year's crop is small, only 22,000 bales against 45,000 last year, consequently a considerable rise in price has taken place.

Opium.—The quantity exported and on the market is in excess of last year's crop by 85,000 pounds, with prices lower than previous years.

Valonea.—This crop was rather abundant, being fifty per cent. greater than last year's, when the crop was small.

Wool.—The clip of the year was large, amounting to about 5,000,000 pounds. The price, however, has greatly declined, causing disastrous losses to the merchants.

Dried fruits.—The crop of figs and raisins was abundant, but the quality of the former was inferior.

MANUFACTURES.

Carpets and rugs.—For more than a hundred years the carpets and rugs of this country have been renowned for the beauty of their texture and their great durability. The number produced is annually increasing, owing to the demand for exportation. It is to be regretted, however, that the introduction of European machinery and the use of inferior dyes in their manufacture has greatly tended to deteriorate their quality.

PUBLIC WORKS.

Railways.—The Smyrna and Aidin railway was completed about two years ago, but the receipts so far, in proportion to the cost of the work, have been small, paying only a nominal dividend to the shareholders. The Smyrna and Cassaba line has been opened to the latter town, a distance of 58 miles from Smyrna. This line passes near the large town of Magnesia, situated in the principal agricultural district of Asia Minor. The receipts fully justify the anticipations of its projectors.

The Smyrna quay.—This work, alluded to in my despatch No. 16, will be shortly commenced, the contract having already been given by the company to a well-known Marseilles firm. It will extend from the custom-house to the terminus of the Aidin railway, a distance of about a mile and a half. This work will doubtless greatly embellish the town and harbor, and if properly constructed, will prove advantageous to commerce.

Statement showing the description, quantity, and value of the imports to this port from the United States during the year ended September 30, 1867.

Description.	By American vessels.		By foreign vessels.	
	Quantity.	Value.	Quantity.	Value.
Rum gallons.	18,500	\$7,400	91,950	\$37,800
Alcohol do.	126,700	76,020	118,524	71,500
Brandy do.	13,000	7,800	.....	.....
Petroleum do.	123,000	61,500	53,200	56,600
Blue drills, cabot, and gunny cloth.....	.....	20,000	.....	15,000
Furniture .....	.....	5,000	.....	6,000
Sundries .....	.....	20,000	.....	15,000
Total .....	.....	197,720	.....	171,900
Total by all vessels.....	.....	.....	.....	369,620

Statement showing the description, quantity, and value of the exports from Smyrna to the United States in American and foreign vessels during the year ended September 30, 1867.

Description.	By American vessels.		By foreign vessels.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Figs pounds.	2, 417, 916	\$158, 000	1, 614, 158	\$107, 925	4, 032, 074	\$265, 925
Opium do.			123, 789	446, 110	123, 789	446, 110
Wool do.	510, 681	70, 718	1, 808, 027	232, 490	2, 318, 708	303, 208
Yellow berries do.	43, 400	8, 958	59, 534	12, 708	102, 934	21, 666
Gums do.	12, 492	5, 405	57, 103	22, 725	69, 595	28, 130
Canary seed do.	157, 036	4, 500	337, 012	8, 658	494, 048	13, 158
Rags do.	311, 575	7, 374	555, 465	15, 425	867, 040	22, 799
Licorice paste do.	4, 412	366	232, 116	19, 700	236, 528	20, 066
Licorice roots do.			261, 757	5, 845	261, 757	5, 845
Raisins do.	25, 281	2, 110	79, 321	6, 424	104, 602	8, 534
Dry fruit do.	18, 031	2, 226			18, 031	2, 226
Nut galls do.	7, 788	2, 085	53, 039	7, 323	60, 827	9, 408
Otto of roses ounces.	295	3, 765	442	3, 900	737	7, 665
Boxwood tons	79	2, 516	50	1, 116	149	3, 632
Emery stone do.	55	1, 852	123	4, 176	178	6, 028
Sundries do.		2, 625		18, 495		21, 120
Total		272, 500		913, 020		1, 185, 520

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, (compiled from invoice books.)

Description.	Value.
	<i>Piastres.</i>
Figs and opium	5, 238, 975 69
Sultana raisins	805, 174 93
Figs and rugs	91, 347 00
Figs, yellow berries, and carpets	998, 158 67
Gum-tragacanth	1, 248, 429 45
Otto of roses and geranium oil	178, 572 68
Emery stone	49, 087 50
Canary seed	293, 351 10
Wine	6, 162 93
Carpets, rugs, opium, wool, &c.	1, 308, 906 34
Total for quarter ended December 31, 1866	10, 218, 166 29
Total for quarter ended March 31, 1867	7, 420, 707 65
Total for quarter ended September 30, 1867	8, 802, 040 55
Total for nine months	26, 440, 914 49

SIDON—S. ABELA, Consular Agent.

Return of the imports at the port of Sidon during the year 1866.

Description.	From Egypt.		From Cyprus.		From Turkey.		Total quantity.		Total value.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Turkish weight or measure.	English weight or measure.	Turkish money.	English money.
Riceokes..	50,000	Piastres. 150,000	.....	Piastres. .....	.....	Piastres.	50,000	Pounds. 142,857	Piastres. 150,000	£1,200
Sole leather . . .do..	8,000	160,000	.....	.....	.....	.....	8,000	22,857	100,000	1,280
Leathernumber.	8,000	800,000	.....	.....	.....	.....	8,000	8,000	800,000	6,400
Cheeseokes..	1,000	.....	1,000	100,000	.....	.....	1,000	2,857	100,000	800
Indigodo..	500	38,000	.....	.....	.....	.....	500	1,429	35,000	280
Saltdo..	900,000	.....	900,000	1,350,000	.....	.....	900,000	2,571,428	1,350,000	10,800
Winedo..	5,000	10,000	5,000	10,000	.....	.....	5,000	14,286	10,000	80
Arrackdo..	2,000	10,000	2,000	10,000	.....	.....	2,000	5,714	10,000	80
Onionsdo..	200,000	150,000	200,000	150,000	.....	.....	200,000	571,429	150,000	1,200
Vinegardo..	5,000	5,000	5,000	5,000	.....	.....	5,000	14,286	5,000	40
Coffeedo..	1,000	18,000	.....	.....	.....	.....	1,000	2,857	18,000	144
Wooddo..	.....	.....	.....	.....	.....	420,000	.....	.....	420,000	3,360
Wheatkilogs.	10,000	.....	.....	.....	10,000	400,000	10,000	10,000	400,000	3,200
Barleydo..	2,000	.....	.....	.....	2,000	30,000	2,000	2,000	30,000	240
Husksokes..	200,000	.....	200,000	200,000	.....	.....	200,000	571,429	200,000	1,600
Total	67,500	1,163,000	1,313,000	1,825,000	12,000	850,000	1,392,500	3,941,429	3,858,000	30,704
Total imports 1865.	11,100	385,000	716,500	1,390,500	3,000	84,000	730,600	2,031,771	1,849,500	15,414

Shipping returns at the port of Sidon during the year 1866.

ENTERED.

Nationality.	With cargo.			In ballast.			Total.			Invoice value of cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
English				3	2,100	71	3	2,100	71	.....
French				1	379	29	1	379	29	.....
Italian				1	174	9	1	174	9	.....
Greek	7	705	57				7	705	57	24,200
Ottoman	62	1,792	385				62	1,792	385	26,504
Total	69	2,497	442	5	2,653	109	74	5,150	551	30,704
Total of 1865	56	586	243	7	2,996	209	63	3,382	452	15,414

CLEARED.

Nationality.	With cargo.			In ballast.			Total.			Invoice value of cargoes.
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	
English	1	148	22	2	1,952	49	3	2,100	71	29,360
French				1	379	29	1	379	29	.....
Italian				1	174	9	1	174	9	.....
Greek	1	5	7	6	700	50	7	705	57	3,100
Ottoman	14	245	82	48	1,547	303	62	1,792	385	54,664
Total	16	398	111	58	4,752	440	74	5,150	551	67,124
Total of 1865	62	3,304	443	1	78	9	63	3,382	452	74,787

Return of the exports at the port of Sidon during the year 1866.

Description.	Turkish weights or measures.	To France.		To Egypt.		Total.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Values.
			<i>Piastres.</i>		<i>Piastres.</i>	Turkish weights or measures.	Turkish money.
Tobacco.....	200,000		.....	200,000	3,200,000	571,429	£25,600
Silk.....	2,500		.....	2,500	3,200,000	7,143	6,000
do.....	9,000		.....	9,000	750,000	25,714	21,600
Dyed silk.....	10,000		.....	10,000	2,700,000	28,571	1,200
Cotton.....	30,000	10,000	150,000	30,000	75,000	85,714	600
Dried figs.....	2,500		.....	2,500	12,500	7,143	100
Raisins.....	20,000		.....	20,000	25,000	57,142	200
Vitriolic earth.....	500		.....	500	4,000	1,429	32
Oil.....	25,000	25,000	1,000,000	.....	.....	71,428	8,000
Cocoons.....	400	400	200,000	.....	.....	1,143	1,600
Silk spun by European machinery.....	800		.....	800	160,000	800	1,280
Silk cloth of Sidon, sheets of.....	5,000		.....	5,000	20,000	14,286	160
Dried apricots.....	5,000		.....	5,000	40,000	13,286	320
Soap.....	5,000		.....	5,000	54,000	4,500	432
Red leather.....	4,500		.....	4,500	.....	.....	.....
Total.....	315,200	35,400	1,350,000	279,800	7,040,500	315,200	67,124
Total exports of 1865.....	717,850	40,200	1,325,000	676,050	7,009,500	717,850	74,787

JULY 25, 1867.

I have the honor to transmit herewith the returns of imports and exports, with the shipping returns of the port of Sidon, for the year 1866, compared with those of the previous year.

Though the commercial affairs of the country up to the present time are very much impeded, by reason of the general depression in Europe and Egypt, yet the import returns show an evident increase of some articles which are intended for the immediate use of the country; but the deficit shown in the export returns is caused principally by the decrease in the export of tobacco, which is still unsalable in the markets of Egypt, owing to the large importations of the article from Europe through Port Saaïd.

All the articles imported from Europe, such as European manufactures, rice, sugar, iron, paper, steel, &c., being entered at the port of Beirut, are consequently not included in the Sidon returns, even though many of these articles are intended for consumption in Sidon.

The harvest now being gathered is very promising, and the prices of wheat and other grains appear to be lower than they were last year.

The revenue of the district of Sidon for 1866 is 3,311,000 piastres, viz :

	Piastres.
From the lands	476, 000
From the duty on sheep and goats.....	26, 000
War exemption, tax upon the Christians and Gentiles.....	43, 000
From the tobacco duty.....	2, 300, 000
From the custom-house of silk and other articles.....	300, 000
From the imports on some particular articles in Sidon, such as fish, coffee, on slaughtered animals, and on goods sold at auction, &c..	136, 000
Revenue of the quarantine office, telegraph, and government stamp paper.....	40, 000
Total	3, 321, 000

The expenses of the district were about 264,000 piastres, including the pay of the Caimkam, scribes, and police. From this it appears that the decrease of the revenue of 1866 is about 5,556,000 piastres less than that of 1865, all caused by the aforementioned reasons, together with the change in the regulation of the government.

JERUSALEM—V. BEAUBOUCHER, *Consul*.

JULY 21, 1867.

I shall endeavor to fulfil my duty in addressing to you the following report, conformable with the instructions contained in the regulations of the consular corps, although at the same time this report may deviate somewhat from the branches of the information required on account of the position in which I find myself placed.

The consulate of Jerusalem is of no commercial importance to the United States. The duties of the consul are almost limited to the protection of travellers, whose number has been considerable since January of 1866; the cessation of the war and the Universal Exposition at Paris being the causes of this rather unusual influx of visitors.

Notwithstanding the concourse of travellers (about 500 during the last 18 months) no serious occurrence of any consequence merits remark.

Reliance may be placed upon the efficacy of the protection granted to travellers by the local government on the demands of the consulate, and in consequence of the responsibility which must incessantly and invariably be imposed

upon the said authorities by the consul, and it is equally allowable to state that a trip through Palestine can be accomplished with the utmost safety and tranquillity relative to brigandage.

The harvests of 1865 and 1866 having been devoured by locusts, the inhabitants of this country were reduced to the most frightful misery, and a great number would have starved had they not been relieved by the numerous and various communities in the Holy Land.

The price of provisions was raised fourfold, and diminishes very gradually, indeed, if at all in some cases, although the harvests have been satisfactory this year. The government, following the progression, levies heavy taxes, its needs having become excessive. The peasant, who understands nothing of civilization beyond exactions, is here rather a productive animal than a human being, and it would require many years of a civilizing agency to elevate them above the state of degradation in which they are at the present day.

Besides the Jews who inhabit the land in faith and on account of their religious traditions, there are no Europeans permanently established in Palestine. Commerce is almost entirely conducted by the Christian Arabs or Greeks, and their limited means, as also the products of the country, do not permit them to give it any important extension.

At Jaffa commerce is exclusively confined to the countries bordering the Mediterranean, and, considering the present state of Palestine, cannot be of any vital importance.

The harbor of Jaffa continues in a very deplorable condition, but Turkey would cease to be what she is now if it were otherwise. I must state the same for the road from Jaffa to Jerusalem, upon the subject of which reports of construction appear and spread, but which are actually undeserving of any credit.

The expense of living is from \$3 to \$4 per diem. The cost of travelling, with a dragoman, from two napoleons to £2 sterling per head daily. From June to October there are few or no travellers. The most favorable season for visiting Palestine is in March, and the least expensive mode of travelling is to disembark at Jaffa and take a dragoman at Jerusalem, where conditions for travel will be arranged.

Finally, to the best of my knowledge, no American merchant vessel has as yet touched at Jaffa, neither would it be any advantage in the present state of things.

The so much praised fertility of the soil is incontestible, but there are almost more stones than natural soil, and prosperity exists more in the imaginations of fertile brains than reality.

I conclude in giving you the monetary value, which varies according to the convenience of the local government, and is this day, at Jerusalem, 23 piastres to the dollar, 91 piastres to the napoleon d'or, 112 piastres to the pound sterling. The rate is variable and differs in each town in Turkey.

BEIRUT—A. J. JOHNSON, *Consul General*.

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States for the three several quarters ended December 31, 1866, March 31, 1867, and September 30, 1867:

	Piastres.	Paras.
Washed wool	986, 184	30
Washed and unwashed wool, rags, and olive wood	128, 326	10
Total for quarter ended December 31, 1866.....	1, 114, 511	00
Total for quarter ended March 31, 1867.....	1, 029, 142	00
Total for quarter ended September 30, 1867	9, 456	20
Grand total	2, 153, 109	20

BUCHAREST—LOUIS J. CZAPKAY, *Consul*.

JUNE 1, 1867.

In reporting upon the general state of this country, its natural characteristics, its extent of territory, its population, its resources, its agriculture, its internal affairs, and its trade and commerce, it should first be mentioned that the facts and dates appertaining thereto are very difficult to collect here, and that the means and materials to work from are but very scant. In this chief city there is but little access to any such information, a board of trade, an office of custom-house statistics, or a board of agriculture being conveniences yet unknown to the Roumanian capital. The only reliable sources in print are the ministerial annals published from time to time, but those treat more particularly of matters of crime, justice, law, and church than of topics of practical importance. Upon agriculture and commerce it throws some light, but about schools and education generally not a word is said, and then again the publications are not made until two years or more after the period of which they treat. What can be gathered, therefore, will mostly be from private sources, by inquiring personally of parties who are supposed to know something about like matters, but unfortunately that class is not numerous.

Of the natural character and condition of the Danubian Principalities, united under the name Roumania, enough is known to pronounce it a highly favored country, and exceedingly well adapted to agricultural pursuits as well as for raising stock of every kind. It is intersected by the tributaries of the Danube, watered by numerous streams from the mountains, and adorned with some inland lakes here and there. Ranges of mountains also cross it in different directions, covered with valuable forests, and containing rich deposits of coal, salt, lime, brimstone, iron, and copper, also silver and other minerals. Petroleum is also being found in very large quantities, chiefly at the foot of the Carpathian mountains. Its general formation is evidently more of even plains, vales, hillocks, and rolling prairies than of a mountainous character, the available and cultivatable lands being by far the greatest portions of the country.

Its territory stretches from $43^{\circ} 40'$ to $48^{\circ} 50'$ north latitude, and from 23° to $29^{\circ} 30'$ longitude east of Greenwich. Its area comprises 2,204 geographical square miles, namely: Wallachia, with 1,330, and Moldavia, with 874. It is bounded on the north of Moldavia by Poland and Buckowina, on the north of Wallachia by Transylvania, on the south of Wallachia by Turkey, on the east of Moldavia by Bessarabia, on the east of Wallachia by Turkey, on the west of Wallachia by Servia and Banat, and on the west of Moldavia by Transylvania. This fertile slope of the Carpathian mountains, situated between the three empires of Russia, Austria, and Turkey, is consequently much larger than either the kingdom of Portugal or the Two Sicilies. Wallachia alone is nearly as large as Bavaria, and Moldavia is as large as Greece. The cultivated and cultivatable lands of the two principalities comprise together 1,149, the forests 366, and the uncultivated and uncultivable lands 689 geographical square miles. The rich virgin or natural power of these countries is far from being exhausted, and the population comparatively thin and devoid of energy and progressive impulses. Were they as thickly inhabited as industrious Belgium, there would be room enough for 12,000,000 people, whereas the present number is 4,000,000 in all. Nature has marked out the pursuits of these countries to be agriculture, raising of stock, mining, and lumbering. The soil of Wallachia and Moldavia is considered among the most productive in Europe, and the land-owners have had but little necessity for improving their mode of farming and husbandry. For stabling and shelter very little is done. Cattle and sheep are generally left out to feed in the fields or woods the entire winter, and the keepers have no other precaution to observe than to keep their charge moving to prevent their being buried in snow-drifts, which frequently happens, and

many are lost. It is no uncommon thing in Wallachia for wheat to yield twenty, rye thirty, and barley eighty-fold. During harvest the crops are generally formed into large stacks, and so numerous are they that at a distance they present the appearance of villages. The grain is trod out by horses, frequently in the open field. It may be said that until within late years no signs of practical farming were visible. As their forefathers tilled the soil so did their children. The wooden plough, a clumsy, heavy affair, is dragged through virgin soil by twelve oxen, cutting furrows only eighteen inches wide by two deep, between which, in order to get sooner through with the work, a space is left and covered over with the soil from the adjoining furrows. On fields thus tilled the seed, without being assorted or properly cleaned, is now scattered or strewn about, and an implement of braided thorn twigs is used for the purpose of harrowing, one or two pair of oxen being required to work the machine, which only covers the seed up with a little dust, but not enough to protect it from the cold of winter or heat of summer, and even the slightest wind passing over it will leave the grain exposed. Having accomplished thus much, the farmer leaves his crop to the care of Providence, apparently caring little whether weeds or fruit get the upper hand. Notwithstanding such agricultural treatment, the Roumanian soil still yields as before stated. The growth of grass on meadows and pastures is most luxurious, chiefly rye-grass, lucern, and clover. To form a correct idea of the extent to which cattle-breeding might be carried on in these countries, one has only to travel from Dorohoj towards the river Pruth, and through those parts about Signa, the Nilitia, and the Wolowacz, and he will see nothing but large deserts covered with a most magnificent growth of grass. Here are to be seen splendid herds of cattle feeding, adorned with beautiful horns, and at the approach of strangers will dash off with heads erect through the waving grass. Horses are treated like the rest, being left out to feed and take care of themselves.

Sheep breeding is carried on to a considerable extent both in Wallachia and Moldavia; the "Zigai," the Barsan and their crossbreeds being the most usual varieties. Swine are, perhaps, cared less for here than all other domestic animals, the breed being small; the better varieties are seldom met with, and the few have generally been brought from Hungary and Poland. Swine raising, however, might be made very profitable in these countries, possessing as it does, large forests of beech and oak, and where maize can be reaped in any quantity if the people would only devote their attention to it.

Salt for packing is found in abundance in many parts of the country, Wallachia alone having three large salt works, viz: at Telega, Slanik, and Velesa, the largest being at the last-mentioned place. Besides these, there is a large quantity of salt-rock in the districts of Dumbovitza, Prahova, and Sakueni, and a number of salt springs, so that in spite of every prohibition but little salt is purchased in these districts, as the people can supply their wants without difficulty. As to lumbering, the same remarks are applicable. Where the rivers are in near proximity, and are navigable, considerable exports of timber, rough cut, is carried on; but no regular system of managing the business is visible, nor any attention paid to the future wants of the country. It is not uncommon to see large tracts of timber cut down only for the purpose of allowing the numerous herds of goats to feed upon the young leaves and twigs, the trunks being left to rotten on the spot. Hundreds of acres are burnt to provide for meadows and to enlarge pasture grounds; but of late years a slight change for the better is apparent; however, it may be said in extenuation that nothing has ever been done by the government to provide roads and communications by which to bring the treasures of Roumanian timber lands to depots, whence they could be sent in exchange for the large imports of the land.

Wherever you go it is manifest that nature has done much for these countries; but agriculture is still in its infancy. As a general thing, the farmer is less exposed to those calamities which befall the crops in other lands; still, he is not

entirely exempt. The Danubian principalities are at intervals subject to devastation by locusts, which, coming over in swarms from Arabia and Bessarabia, ravage the fields of Wallachia and Moldavia to a fearful extent, until they are carried across the Danube or over the Carpathian mountains by high winds; yet these visitations are at rare intervals. Some years have elapsed since the last occurred. The large land owners are commencing to use better implements for tilling the soil and reaping their harvests, having their grain thrashed out by machines of English and German manufacture, taken through the country by parties travelling for that purpose. The following details will give a pretty correct idea of what the country produces and what might be expected of it, considering the richness of the soil and the other advantages it possesses.

For uncultivated lands the average price in both principalities is about 300 piastres (\$21 37) for a pogone, which is the $\frac{1}{10000}$ part of a geographical square mile.

In the year 1865 there were being raised in Wallachia and Moldavia together the following quantities of staple articles, viz:

Wheat, 4,633,499 zollcentner or quintals; secara or dark colored wheat, 329,190 zollcentner or quintals; Maize or Indian corn, 12,575,509 zollcentner or quintals; barley, 2,413,363 zollcentner or quintals; oats, 710,953 zollcentner or quintals; millet or hirse, 902,444 zollcentner or quintals; rape seed, 72,944 zollcentner or quintals; beans and pease, 142,283 zollcentner or quintals; hemp, 31,934 zollcentner or quintals; flax, 14,345 zollcentner or quintals; potatoes, 119,884 zollcentner or quintals; tobacco, 12,197 zollcentner or quintals; honey, 5,694 zollcentner or quintals; wax, 1,098 zollcentner or quintals; cocoons, 205 zollcentner or quintals; hay, 1,115,802 wagon loads; wine, 1,085,818 Austrian eimer; plum brandy, 1,754,841 Austrian eimer; corn brandy or highwine, 163,715 Austrian eimer.

The means of labor employed for the raising and reaping of those articles were as follows:

Men and women	684, 168
Oxen	951, 424
Buffaloes	10, 249
Horses	246, 800
Mules	1, 228

The implements used were only of the following description, and deserving of particular notice, as sustaining what has been stated regarding the agricultural infancy of the country. With the exception of the spade, all the contrivances used were:

Wagons.....	338, 869
Ploughs, mostly wooden	150, 510
Agricultural machines, as they are called in the ministerial annals....	804

Of the products, the following quantities were exported:

Wheat, 983,819 zollcentner or quintals; secara, 196,642 zollcentner or quintals; maize, 1,073,072 zollcentner or quintals; barley and oats, 813,049 zollcentner or quintals; rape seed, 542 zollcentner or quintals; hemp, 532 zollcentner or quintals; beans and pease, 4,710 zollcentner or quintals; tobacco, 70 zollcentner or quintals; plum brandy, 325, Austrian eimer.

Wallachia, from its geographical position, enjoys a milder climate than Moldavia. The coldest weather in both principalities is in January and February, when the thermometer often reaches 18° to 20° (Reaumur) below zero; and the warmest is in July and August, when the heat not unfrequently causes the quicksilver to rise up to and over 25° in the shade. As for the climate generally, it is harsher than its geographical location would suggest; the changeableness of the weather is caused, no doubt, by the proximity of the Black sea and the Carpathian mountains. These sudden variations from heat to cold make it very unhealthy, especially for foreigners.

The total population of the principalities numbers 4,424,961, viz: 2,397,510 in Wallachia and 2,027,451 in Moldavia. The number of domestic animals in 1865 were as follows:

Bulls	200, 600
Working oxen	1, 078, 970
Cows	863, 216
Calves	517, 303
Buffaloes	91, 097
Horses	506, 104
Mules and asses	7, 635
Sheep	4, 824, 900
Goats	423, 077
Swine	1, 088, 737

The rural population, when compared to that of the cities, is as seven to one, and on a steady increase, but to what degree cannot be reliably ascertained. The law requires that the census should be taken every five years, but this has never been enforced, and it is now being taken every seventh year only, and in a very indifferent manner. The Bojars, so-called, were formerly a privileged class, free from all taxation, but the convention of 1850 abolished all privileges, and equal duties and rights were established. The Bojar is still known as the aristocrat of the country and the owner of large tracts of land, which he generally rents out, and seldom cultivates himself, but resides in the city where he indulges in a luxuriant life. Merchants and storekeepers are by far the most numerous class in the cities; in that of Bucharest it is estimated that one in every twenty is a merchant, storekeeper, or peddler; but of manufactures scarcely a sign is visible, as every thing is imported ready made. The population of the largest cities in Roumania is as follows: Bucharest, 190,000; Jassy, 70,000; Botoschani, 29,000; Ploieschte, 28,000; Galatz, 30,000; Ismail, 26,000; Crajova, 23,000; Braila, 17,000; Foeschari, 14,000, and Giurgevo, 12,000. This, however, is only an approximate calculation, as no reliable returns are to be had. The total revenue of Roumania amounts to 152,230,363 piastres; of which 46,126,000 are from direct taxation; 37,585,000 from the national domains, and the rest is derived from duties on imports and other indirect taxation. The total expenditures last year amounted to 149,888,496 piastres. Of the national debt, £916,000 are due in London; 34,357,000 francs in Paris, and 12,000,000 piastres at home in Roumania.

In a rich country like this, where there are but two classes, the Bojar and the peasant, and the latter, which is by far the largest, clothes himself in the most barbarous manner, and whose wants are few, the consumption of home products is very small, consequently the exports must become great, and as it is dependent upon other countries for agricultural implements, indeed for all manufactured articles, the imports, necessarily, are extensive. From the inclination of the rich to surround themselves with all kinds of luxuries, the importation of such articles is here comparatively larger than in other countries, and leading merchants in Roumanian cities are, consequently, those engaged in the importation of such from the near depots of Germany, chiefly Leipsic, and sold here at an advance of from 25 to 100 per cent. Wholesale merchants, in the proper sense of the word, or such as import goods and exchange them for the products of the country, are only to be found in the ports of Galatz and Braila. In Bucharest and other inland cities that branch of commerce is nearly unknown, and how could it be otherwise when no mode of communication but by the common gravel wagon roads connects them with the ports of the Danube or the far-off railroad depots; and many of the cities have to procure their supplies during the summer for the balance of the year, as in the fall, winter, and spring, the roads are impassable, which of course acts as a great drawback to the inland

trade. Goods are generally purchased from abroad on three months' credit, and by drafts on Trieste, Vienna, Berlin, Geneva, Marseilles, Paris, and London, as also on Odessa at shorter dates, by which banking and exchange in the chief cities have become very remunerative. To the interior, again, goods are generally sold on much longer credit, viz: six, nine, and twelve months, but which is not discounted by the banks without additional security, and it follows that the merchant's profit must be large in order to carry on business upon such a system.

For the foreign trade Galatz in Moldavia, and Braila in Wallachia, are of great importance; and when the obstructions at the entrances of the Danube shall have been removed, and this artery of Europe fully opened to shipping, the chief trade of this region will assume a more direct character. British goods, for instance, of which the principalities receive a large portion, will then come in British bottoms, carrying away the products of the country in return, and so also with other maritime nations, and not as now when the carrying trade is mostly done by the small crafts of Malta and of the Ionian islands. The natural products of Hungary, Wallachia, and Moldavia would then give to commerce in this part of the world a large expansion.

The following is a synopsis of the exports from Galatz and from Braila during 1866, the number of vessels, and the amount of tonnage, viz:

At Galatz—

Wheat, 1,514,763 zollcentner or quintals; maize, 422,946 zollcentner or quintals; millet or hirse, 29,724 zollcentner or quintals; barley, 75,155 zollcentner or quintals; rye, 51,963 zollcentner or quintals; oats, 1,818 zollcentner or quintals; lin or flax seed, 12,162 zollcentner or quintals; rape seed, 7,065 zollcentner or quintals; beans, 800 zollcentner or quintals; flour, 35,681 zollcentner or quintals; wool, 8,258 zollcentner or quintals; petroleum, 15,890 zollcentner or quintals; bones, 7,745 zollcentner or quintals; salt, 545 zollcentner or quintals; soap and candles, 461 zollcentner or quintals; tallow, 7,149 zollcentner or quintals; biscuits, 80 zollcentner or quintals; sundry articles, 21,994 zollcentner or quintals; wine, 1,050 Austrian eimer; beer, 258 Austrian eimer; oxen, 261 heads; hides, 2,186; construction timber, 661,211 pieces.

In carrying the above there were engaged 459 sailing vessels, of different nations, of 74,042 tons; 377 steamers, of different nations, of 63,886 tons, including 72 small Danubian and Sulina lighters.

The exports from Braila were—

Wheat, 3,160,582 zollcentner or quintals; maize, 1,987,663 zollcentner or quintals; barley, 1,449,563 zollcentner or quintals; rye, 83,855 zollcentner or quintals; oats, 26,136 zollcentner or quintals; millet or hirse, 46,655 zollcentner or quintals; rape seed, 63,238 zollcentner or quintals; linseed, 15,358 zollcentner or quintals; beans, 4,841 zollcentner or quintals; wool, 10,809 zollcentner or quintals; tallow, 8,812 zollcentner or quintals; cheese, 2,884 zollcentner or quintals; petroleum, 74,589 zollcentner or quintals; flour, 105,631 zollcentner or quintals; bran, 1,678 zollcentner or quintals; biscuits, 20 zollcentner or quintals; caviar, 9 zollcentner or quintals; bones, 20,494 zollcentner or quintals; butter, 23 zollcentner or quintals; meat, (smoked and dried,) 265 zollcentner or quintals; cocoons, 114 zollcentner or quintals; salt, 5,863 zollcentner or quintals; sundry articles, 120,342 zollcentner or quintals; wine, 1,832 Austrian eimer; beer, 192 Austrian eimer; hides, 5,351; staves, 89,880; construction timber, 220,057 pieces.

In carrying the above there were engaged 831 sailing vessels, of different nations, of 143,699 tons; 243 steamers and 866 coasters and lighters of, together, 281,255 tons.

The United States vice-consul at Galatz reports no arrival or departure of American vessels at that port during 1866.

The grand total exports of Roumania, as given by the ministerial annals, were, in 1864, as follows, viz :

	Piastres.
Cereals of different kinds	304, 884, 984
Cattle, horses, mules, poultry, and fish	23, 448, 922
Animal products, as tallow, hides, &c	31, 955, 297
Articles manufactured from animal products, as leather, furs, and soap	10, 041, 495
Rape, hemp, lin, and other seeds	9, 889, 296
Articles manufactured from seed, as oil and meal	3, 626, 346
Vegetables	364, 634
Fruits	414, 808
Articles manufactured from fruit, as wine, vinegar, preserves, &c	672, 690
Wood and timber	4, 243, 945
Wooden articles	766, 658
Minerals	6, 084, 818
Mineral products	1, 071, 058
Sundry provisions	525, 099
Sundry manufactured articles	3, 015, 757
Total piastres	401, 005, 807

Of this, 64,504,004 piastres went to Austria, 4,379,712 to Russia, 183,273,401 to Turkey, 37,692,590 to Italy, 59,395,479 to France, 32,817,315 to England, and 18,943,306 to other countries. The total in United States coin would amount to \$28,571,763 75, estimating the Bucharest piastre at seven cents and one-eighth.

The same source, viz., the ministerial annals of 1864, gives the amount of imports as follows, viz :

	Piastres.
Provisions	31, 624, 229
Raw materials, such as cotton, hides, minerals, dyestuffs, &c....	28, 817, 990
Manufactured articles, such as furniture, textures, jewelry, porcelain, &c	117, 819, 942
Cattle, horses, and animals; also manufactures from animal products	19, 117, 180
Cereals, seeds, vegetables, wood and wooden articles	14, 317, 576
Minerals	1, 014, 649
Total	212, 711, 566

Of this, to the value of 108,337,154 piastres came from Austria, 13,312,905 from Russia, 31,600,236 from Turkey, 559,699 from Italy, 28,816,470 from France, 27,545,337 from England, and 2,539,765 from other countries; the total in United States coin would amount to \$15,155,699 08. This amount, when compared with the exports, shows a very healthy condition of affairs, but the loose management of the custom-houses in this country offers such an irresistible temptation to defraud the revenue that no doubt the imports are nearly double the amount stated. It is asserted that for the last two years the imports exceed the exports by a considerable amount, as the crops of 1865 and 1866 were far below the average, while the imports of clothing and articles of luxury continued about the same as before.

The unit of money in this country is the Turkish para; that and the piastre or lei being represented entirely by coin, as no paper money whatever is used. The system, however, causes confusion, as the piastre is quoted differently at

three different chief places, Bucharest, Jassy, and Galatz, and again for the reason that so many different kinds of foreign coin are in circulation, mostly Austrian, Russian, and French, which of course gives rise to great inconvenience and loss of time in the transaction of business, the standard being very complicated, or rather without a basis. At Bucharest the piastre or lei is, as near as can be estimated, equal to $7\frac{1}{8}$ cents United States coin and is divided into 40 paras.

The following table will show the values of different coins at the different places:

Gold coin valuation in piastres.

Denomination.	Country.	Bucharest.	Jassy.	Galatz.
		Piastres.	Piastres.	Piastres
1 galbenu or ducat.....	Austrian ...	32	37	46
1 Napoleon	French	54	62	77 20-40
1 lera turcesa.....	Turkish.....	62	71	88 30-40
1 imperialu rusescu.....	Russian ...	55	63	78 20-40

SILVER COIN.

1 icossaru.....	Turkish....	12 10-40	14	17 20-40
$\frac{1}{2}$ icossaru.....	Turkish....	6 5-40	7	8 30-40
$\frac{1}{4}$ icossaru.....	Turkish....	3 2-40	3 20-40	4 16-40
1 rubla	Russian....	10 20-40	12	15
$\frac{1}{2}$ rubla	Russian....	5 10-40	6	7 20-40
30 copeci	Russian....	3 6-40	3 24-40	4 20-40
25 copeci	Russian....	2 25-40	3	3 30-40
20 copeci	Russian....	1 34-40	2 6-40	2 26-40
15 copeci	Russian....	1 15-40	1 24-40	2
10 copeci	Russian....	0 37-40	1 3-40	1 12-40
1 sfantu austriacu.....	Austrian ...	2 10-40	2 20-40	3 8-40
1 sfantu gauritu .....	.....	2 8-40	2 18-40	3
$\frac{1}{2}$ sfantu austriacu.....	Austrian ...	1 5-40	1 24-40	1 24-40
$\frac{1}{4}$ sfantu gauritu .....	.....	1 4-40	1 9-40	1 20-40
$\frac{1}{8}$ sfantu creitani.....	.....	0 23-40	0 25-40	0 32-40
Bucati de 6'' .....	.....	0 22-40	0 24-40	0 24-40
Bucati de 3'' .....	.....	0 13-40	0 15-40	0 16-40

A law for creating a national currency has, however, very lately been passed by the Chambers and approved by the prince under date of April 14 last, which provides that the system be that of metrical decimals, similar to that of France and other countries, and the unit to be the "leu," equal in value to the French franc, and divided into 100 bani. There are to be three kinds of gold coin, viz., 20, 10, and 5 leu, three kinds of silver coin, viz., 2, 1, and $\frac{1}{2}$ leu, and four kinds of copper coin, viz., 10, 5, 2, and 1 bani pieces. The 20-leu gold piece is to be nine-tenths fine and of 6 452-1000 grams weight; the 2-leu silver piece is to be 835-2000 fine of 10 grams weight; and the 10-bani copper piece to be 95-100 copper, tin 4-100, and zinc 1-100, and of 10 grams weight. The first issue will be that of copper as it is so greatly needed for fractional currency, and then the gold and silver as soon afterwards as the financial state of affairs will admit of it, as the law provides; but it is probable that years will elapse before the gold and silver coin will be issued.

As to weights and measures, the oka is the unit of the principalities, being equal to about $2\frac{1}{4}$ zollpfund, of 4 litra, the latter equal to 100 drachms.

The dry hollow measure in Wallachia is of 20 okas, and in Moldavia, is the dimirli, of 12 okas. The measure for fluids in both places is the litra of 100 drachms. The long measure, the steugeni or klafter, has in Wallachia 10 fists, as it is called, or 80 small inches of 12 lines each, and in Moldavia of 8 fists of 8 inches each. A Roumanian mile is equal to the large German mile, and land is here measured by the pogone which is about 1-10,000 part of a geographical square mile.

Bucharest, the capital, situated in $44^{\circ} 25' 41''$ north latitude, and in $28^{\circ} 54' 13''$ east longitude from Paris, is built on an even plain, about 225 feet above the surface of the Black sea. A small river, emptying into the Danube, divides the city in two nearly equal parts. Seen from the heights on the southwest, Bucharest makes a rather grand impression upon the observer, the majority of the houses being quite large and extending out in all directions, among which are interspersed hundreds of churches and chapels, their peculiar pinnacles, towers, and spires roofed and covered over with tin, against which the sun's rays iridescently play, and the whole intersected and surrounded by numerous extensive gardens. Here, however, it may truly be said that distance alone lends enchantment to the view, as upon drawing near and entering the streets the stranger cannot help being struck by the general appearance of the city itself; he sees dilapidated buildings and miserable houses or huts, in narrow, crooked streets, which in dry weather are terribly dusty, and during and after a rain almost impassable from mud. Here and there a palace-like edifice or a decent house may be seen, but surrounded by hovels. As for the churches and public buildings, when once erected they are suffered to decay and fall almost into ruins for want of timely repairs; at least this is the case so far as their outside is concerned; sometimes a little more attention is bestowed upon their interior.

The city being laid out on even ground, the streets, with the gutters through the middle, have no fall by which the filth and drainings may be carried off, and consequently they are left to soak into the earth, spreading an effluvia that may easily be imagined. Most of the streets are badly paved with common boulders carelessly laid and seldom looked after, and many of them within the city proper have never been paved, although it is about 300 years old; they have a few sidewalks which are so narrow that two persons cannot walk abreast. The main street is now being paved with cut stones and a sewer dug, and it is to be hoped that this beginning in the way of improvement by the new administration will be carried on with vigor. Gas and water-works are here only known, the first by name, and the latter by a single pipe which is being laid through the principal street, supplying that portion of the city with the muddy water of the Dumboritzza, and which has to be filtered and purified by a chemical process before it can be used for drinking, cooking, or washing. Through the rest of the city the water is carted from the same source; all the streets and public thoroughfares are being lighted with petroleum.

As stated in the beginning, reliable statistics on matters of practical importance to foreign countries are as yet very difficult to obtain, but there is reason to believe that this, with other branches of knowledge, will be better cultivated, so that in future more exact returns will be made. Indeed, the statement made by the Roumanian representative at the last international statistical congress, held at Berlin, gives some guarantee for its execution.

After the union of the sister countries, Moldavia and Wallachia, brought about by the double election of one august sovereign, on which occasion the firm desire of the nation revealed itself anew, a greater elevation was given to statistics. Each of the still separated countries had a bureau established with obligations to proceed to take a census as complete as possible. They were ordered to note everything which had regard to estates, cattle, and dwellings;

a no easy task to perform, as it was something new to them, but nevertheless it was carried out all over the land by 800 paid agents, with the assistance of the municipal authorities as well as some of the administrative officers; and although in Moldavia the results did not come up to expectations, it is to be accounted for by the hurried manner of execution and the difficulties met with. In Wallachia the operation was crowned with complete success. In the mean time, as the real union of the two governments has been perfected, the unity of the direction of statistics has also followed.

And in now closing this present report, in which I have stated things just as I have found them in Roumania, and according to the impressions received, I cannot nevertheless withhold the conviction that a great future, agriculturally and commercially speaking, is in store for this country. With unity within themselves, and left in peace to attend to their own concerns, with provisions made for education, this nation could be made one of the most prosperous on the continent, and there are no really great obstacles to the consummation thereof.

It is true that they are partly surrounded by races far behind the advancement of the age, but the tide of immigration from intelligent Germany and France could be more steadily directed here than hitherto, the Roumanians themselves only taking care to look upon foreigners as friends to their country, and suppress the yet prevailing intolerance towards, and suspicion of, the natives of other countries that may be induced to settle among them. Possessing a land greatly favored by nature in its situation and advantages, with a climate generally healthy, and in possession of free institutions, with an enlightened government, let only the right spirit prevail and there is every prospect that this country will become prosperous and happy.

Tabular statement showing the description and quantity of exports from Ibrodia during the year 1866; also the nationality, number, and tonnage of vessels used in exporting said merchandise.

Nationality.	Tonnage.			Okes.														
	Sailing vessels.	Steamers.	Lighters.	Sailing vessels.	Steamers.	Lighters.	Oil.	Soap.	Salted fish.	Coals.	Polyp.	Carobs.	Figs and raisins.	Iron.	Almonds.	Nuts.	Copper.	Cheese.
Austria.....	31	11	.....	6,479	5,979	.....	400	.....	.....	83,486	.....	.....	.....	1,002,540	.....	99,000	.....	.....
England.....	45	11	.....	9,701	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France.....	8	.....	.....	1,491	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greece.....	716	.....	.....	124,590	.....	.....	496,710	78,750	12,600	36,300	.....	358,880	113,150	13,000	1,760	13,640	.....	.....
Hanover.....	10	.....	.....	1,153	.....	.....	.....	.....	.....	1,299	.....	.....	.....	.....	.....	.....	.....	.....
Holland.....	6	.....	.....	902	.....	.....	.....	.....	.....	33,000	.....	.....	.....	.....	.....	.....	.....	.....
Italy.....	92	.....	.....	20,840	.....	.....	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mecklenburg.....	4	.....	.....	1,245	.....	.....	.....	.....	.....	4,090	.....	.....	.....	.....	.....	.....	.....	.....
Norway.....	10	.....	.....	2,047	.....	.....	.....	.....	.....	111,080	.....	.....	.....	15,000	.....	.....	.....	.....
Oldenburg.....	1	.....	.....	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prussia.....	1	.....	.....	250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Roumania.....	31	.....	.....	3,720	.....	.....	500	.....	.....	38,000	.....	.....	.....	.....	.....	7,200	.....	.....
Russia.....	23	.....	.....	2,618	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Samos.....	10	.....	.....	1,594	.....	.....	20,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Serbia.....	5	.....	.....	450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Turkey.....	284	.....	.....	37,204	.....	.....	60,000	3,600	71,063	.....	.....	.....	.....	.....	.....	17,400	.....	.....
Austrian Lloyd.....	.....	43	.....	.....	15,050	.....	15,480	5,940	35,480	.....	2,720	.....	.....	.....	8,760	28,440	320	1,080
French Mail Packet Co., (Messageries Im- periales.)	.....	36	.....	.....	10,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,760	.....	.....	.....
English Company, (Mortar & Bell)	.....	27	.....	.....	5,916	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Danube Company.....	.....	117	635	together	.....	188,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total in 1866.....	1,277	234	635	214,404	37,345	188,000	594,190	85,290	349,143	307,205	2,720	358,880	407,410	1,339,740	15,620	165,680	320	1,080

Tabular statement showing the description and quantity of exports from Ibralia, &c.—Continued.

Nationality.	Okes.																
	Spirits.	Alum.	Anise seed.	Tobaccy.	Coffee.	Sundry articles.	Manufactured goods.	Cotton.	Wax.	Leather.	Candles.	Orange peel.	Peas.	Colonials.	Worked iron.	Matches.	Grain.
Austria.....	.....	.....	.....	.....	15,400	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
England.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
France.....	2,800	.....	.....	.....	11,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Greece.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanover.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Holland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Italy.....	.....	.....	.....	.....	22,470	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mecklenburg.....	.....	.....	.....	.....	8,680	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norway.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oldenburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prussia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Roumania.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Russia.....	475	12,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Samos.....	750	.....	.....	.....	630	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Servia.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Turkey.....	.....	34,800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austrian Lloyd.....	5,440	.....	28,080	800	9,320	47,500	429,520	5,840	6,080	9,720	1,240	26,820	21,800	.....	84,600	.....	.....
French Mail Packet Co., (Messageries Impériales)	.....	.....	.....	.....	45,640	46,900	.....	.....	.....	.....	.....	.....	.....	.....	133,850	.....	.....
English Company, (Mortar & Bell).	.....	.....	.....	.....	.....	185,000	160,000	.....	.....	.....	.....	.....	.....	.....	195,000	.....	.....
Danube Company.....	.....	.....	.....	.....	.....	1,372,000	.....	.....	.....	.....	.....	.....	.....	.....	265,440	136,080	541,700
Total in 1866.....	9,465	46,800	28,080	800	113,940	6,631,400	589,520	5,840	6,080	9,720	1,240	26,820	21,800	311,440	678,890	136,080	541,700

Tabular statement showing the description and quantity of exports from Iralia, &c.—Continued.

Nationality.	Barrels.										Cases.				Bags.		Pieces.					Crates.					
	Nails	Herrings and sardines.	Rum.	Sugar.	Cement.	Shot.	Pitch.	Rapeseed oil.	Paint.	Caviar.	Zinc.	Wine.	Conserves and liquors.	Lemons and oranges.	French oil.	Tin plates.	Machines.	Rice.	Pepper.	Marble stone and slabs.	Lead.	Bricks.	Piano.	Carriages.	Crystal ware.	Window-glass, (in cases.)	Earthen ware.
Austria	30	142	530	815	500	48	122	9	300	.....	.....	.....	.....	.....	.....	.....	.....	500	100	.....	.....	.....	.....	.....	.....	1,730	335
England	20	170	3,375	30	16	50	581	64	10,363	1,161	11,000	.....	.....	.....	.....	.....	.....	1,250	12	.....	.....	11,000	.....	.....	.....	5	.....
France	2,915	572	41	44	15	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	94,000	.....	48	40	.....	.....
Greece	153	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanover	350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Holland	200	250	75	1,712	100	112	150	65	343	.....	.....	.....	.....	.....	.....	.....	.....	3,070	202	.....	.....	.....	.....	.....	.....	96	93
Italy	200	83	.....	995	50	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	46	.....	.....	.....	.....	.....	.....	.....	.....
Mecklenburg .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Norway .....	.....	.....	525	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oldenburg .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Prussia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Roumania	234	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Russia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Samos .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Serbia .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Turkey	20	349	2,118	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Austrian Lloyd .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
French Mail Packet Company, (Messageries Impériales.)	.....	.....	1,310	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
English Company, (Mortar & Bell.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Danube Company .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total in 1866	3,618	1,126	1,302	9,124	1,940	156	825	214	70	545	395	925	2,104	17,549	1,974	770	116	5,334	590	36	29	614,000	13	14	144	5,215	405

GALATZ—A. HARTMAN, *Consul*.

Tabular statement showing the description and value of exports from Galatz during the year 1866.

Description.	Value.
	<i>Francs.</i>
Manufactures, such as spun cotton, printed cotton, white textures, colored textures, articles of wool, and silk	9,000,000
Colonial commodities	5,750,000
Fish, (caviar, sardines, &c.)	550,000
Olive oil	280,000
Wines and spirituous liquors	220,000
Metals, (iron and nail, French and Belgian)	1,600,000
Candles, (sperm)	1,200,000
Machines	180,000
Dried fruits	380,000
Window glass	160,000
Crystals and porcelains	100,000
Sundry articles, such as furniture, fancy articles, paper, registers, boots and shoes, toys and carriages	1,400,000
Cement	50,000
Tanned leather	250,000
Total	21,120 000

There passed in transit, through Galatz, into the interior, 16,065 bales of tobacco, valued at 3,000,000 francs, to the depots of state, for the consumption of the country.

BARBARY STATES.

TANGIER—J. H. McMATH, *Consul*.

MAY 29, 1867.

I have the honor to enclose herewith the returns of the arrivals and departures of foreign vessels at the several ports of this empire during the year 1866. See enclosures marked 1 and 2.

No. 1—Return of foreign vessels entered at all the ports of Morocco during the year 1866.

	Tanger.	Tetuan.	Larache.	Rabat.	Casablanca.	Mazagan.	Saffi.	Mogador.	Totals.
British :									
Vessels	249	45	18	8	36	61	34	36	457
Tons	23,939	1,339	1,261	560	6,223	12,820	5,536	9,074	69,752
Crews	2,685	264	92	59	681	738	311	527	5,357
Value	£320,980	£31,156	£18,281	£20,817	£31,158	£65,422	£34,350	£199,939	£722,103
French :									
Vessels	30	3	3	10	38	41	1	16	139
Tons	8,138	172	172	1,170	9,936	10,914	196	4,383	34,909
Crews	677	18	18	86	828	836	18	304	2,767
Value	£94,955	£3,957	£3,957	£4,253	£21,460	£37,410	.....	£57,036	£219,071
Portuguese :									
Vessels	45	3	11	20	14	27	10	.....	130
Tons	898	257	338	767	580	2,150	1,274	.....	6,114
Crews	235	24	146	146	117	297	97	.....	6,894
Value	£2,149	£1,840	£4,319	£18,794	£45	£3,100	.....	.....	£30,247
Spanish :									
Vessels	43	99	32	2	8	30	18	10	242
Tons	1,072	1,021	864	102	965	2,694	1,486	1,035	9,239
Crews	278	491	184	12	133	310	145	121	1,674
Value	£11,500	£1,000	£16,927	£3,819	£4,640	£10,265	£9,540	£6,151	£63,842
Italian :									
Vessels	35	.....	.....	.....	.....	.....	.....	.....	35
Tons	175	.....	.....	.....	.....	.....	.....	.....	175
Crews	140	.....	.....	.....	.....	.....	.....	.....	140
Value	£750	.....	.....	.....	.....	.....	.....	.....	£750
Belgian :									
Vessels	.....	.....	.....	.....	.....	.....	.....	1	1
Tons	.....	.....	.....	.....	.....	.....	.....	139	139
Crews	.....	.....	.....	.....	.....	.....	.....	8	8
Value	.....	.....	.....	.....	.....	.....	.....	£1,973	£1,973
Danish :									
Vessels	.....	.....	.....	.....	.....	.....	1	.....	1
Tons	.....	.....	.....	.....	.....	.....	88	.....	88
Crews	.....	.....	.....	.....	.....	.....	6	.....	6
Value	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanoverian :									
Vessels	.....	.....	.....	.....	1	1	.....	.....	2
Tons	.....	.....	.....	.....	99	270	.....	.....	369
Crews	.....	.....	.....	.....	5	9	.....	.....	14
Value	.....	.....	.....	.....	.....	.....	.....	.....	.....
Schleswig-Holstein :									
Vessels	.....	.....	1	.....	.....	.....	.....	.....	1
Tons	.....	.....	90	.....	.....	.....	.....	.....	90
Crews	.....	.....	8	.....	.....	.....	.....	.....	8
Value	.....	.....	£43,484	.....	.....	.....	.....	.....	.....
Total value of cargoes	£430,334	£33,996	.....	£47,683	£57,303	£116,197	£43,890	£265,099	£1,037,956

No. 2.—Return of foreign vessels cleared at all the ports of Morocco during the year 1866.

	Tangier.	Tetuan.	Larache.	Rabat.	Casablanca.	Mazagan.	Saffi.	Mogador.	Totals.
British vessels.....	254	45	17	7	59	36	40	39	497
Tons.....	34,168	1,372	1,293	511	12,094	8,223	5,314	9,598	72,573
Crews.....	2,774	269	85	51	742	681	302	555	5,459
Value.....	£267,518	£6,187	£25,808	£12,998	£35,462	£29,027	£67,166	£209,330	£653,426
French vessels.....	31	3	3	10	40	38	1	16	139
Tons.....	9,032	172	172	1,170	10,703	9,936	196	4,582	35,791
Crews.....	767	18	86	86	844	838	18	321	2,862
Value.....	£20,505	£6,175	£6,175	£29,442	£59,508	£72,208	£268	£93,061	£261,787
Portuguese vessels.....	44	3	10	21	26	14	6	.....	124
Tons.....	876	257	329	817	2,024	580	790	.....	5,673
Crews.....	226	24	76	153	198	117	51	.....	845
Value.....	£1,797	£280	£2,403	£9,179	£9,630	£2,482	£4,108	.....	£29,869
Spanish vessels.....	40	92	29	2	28	8	16	10	225
Tons.....	859	887	773	102	2,534	965	1,359	1,035	8,514
Crews.....	245	432	167	12	294	133	131	121	1,535
Value.....	£9,558	£1,781	£1,120	£1,219	£12,700	£6,020	£9,601	£20,944	£62,643
Italian vessels.....	35	.....	.....	.....	.....	.....	.....	.....	35
Tons.....	175	.....	.....	.....	.....	.....	.....	.....	175
Crews.....	140	.....	.....	.....	.....	.....	.....	.....	140
Value.....	£2,028	.....	.....	.....	.....	.....	.....	.....	£2,028
Belgian vessels.....	.....	.....	.....	.....	.....	.....	.....	1	1
Tons.....	.....	.....	.....	.....	.....	.....	.....	139	139
Crews.....	.....	.....	.....	.....	.....	.....	.....	8	8
Danish vessels.....	.....	.....	.....	.....	.....	.....	.....	£3,558	£3,558
Value.....	.....	.....	.....	.....	.....	.....	.....	1	1
Tons.....	.....	.....	.....	.....	.....	.....	.....	88	88
Crews.....	.....	.....	.....	.....	.....	.....	.....	6	6
Value.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hanoverian vessels.....	.....	.....	.....	.....	1	1	.....	.....	.....
Tons.....	.....	.....	.....	.....	270	99	£2,630	.....	£2,630
Crews.....	.....	.....	.....	.....	9	5	.....	.....	369
Value.....	.....	.....	.....	.....	£1,400	£900	.....	.....	£2,300
Schleswig-Holstein vessels.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tons.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crews.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Value.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total value of cargoes.....	£301,106	£2,248	£36,912	£52,768	£118,690	£110,637	£83,793	£327,493	£1,039,647

DOMINIONS OF THE SULTAN OF MUSCAT.

ZANZIBAR—E. D. ROPES, *Consul*.

AUGUST 15, 1867.

I have the honor to transmit herewith despatch No. 9 of 1867, the following five documents relating to the trade of this place, viz :

Report No. 2, dated August 15, 1867, and tables lettered A, B, C, D.

In compliance with the requirements contained in section 153 of consular regulations, I have the honor to transmit herewith my annual report containing such information as the imperfect means at my command have enabled me to obtain, but which, with the exception of that relating to the commerce between the United States and this country, must unavoidably be meagre and incomplete in a place where no regular accounts of imports and exports are kept at the custom-house, and the foreign merchants maintain the strictest secrecy in regard to their shipments.

The report is accompanied by statistical tables marked A, B, C, and D.

Table A exhibits the value of imports into Zanzibar from the United States from July 1, 1865 to June 30, 1867, inclusive ; table B, the value of exports to the United States from July 1, 1863, to June 30, 1867 ; table C, the value of exports to London and Hamburg from July 1, 1864, to June 30, 1867 ; and table D, a statement of the arrivals of merchant vessels at Zanzibar from July 1, 1865, to June 30, 1867.

By reference to tables A and B it will be seen that the trade between the United States and this place is fast recovering from the depression which it suffered to a great extent during the late civil war, and although increased competition has rendered the business hardly worth pursuing, it is confidently expected that our exports and imports will soon reach as high a figure as before the war.

Trade with British India, Arabia and the Persian gulf continues to be carried on as extensively as formerly in the dhows or native vessels which leave Zanzibar in April and September at the commencement and termination of the southwest monsoon, and return from December to March, or during the northeast ; and some vessels of a larger class are now employed in this trade between the monsoons.

The imports from these places consist of cotton fabrics, brass and iron wire, beads, bar iron, iron ware, grain, fish, salt, &c., and cloves, ivory, gum copal, cocoanuts, bullion, &c., are exported in large quantities.

India is the principal market for the enormous clove crop which the island of Zanzibar produces annually.

The trade with Hamburg has increased fourfold during the past five years, but, for reasons before mentioned, a reliable statement of exports and imports cannot be obtained.

The principal articles of import consist of brass and iron wire, beads, cotton fabrics, bar iron, iron ware, wines, coal, crockery, soap, candles, &c., and the exports, as shown by table C, are sim-sim seed, gum-copal, ivory, cloves, peppers, ebony, beeswax, orchilla weed, hides, sugar, &c.

The Germans also send several vessels yearly to the west coast of Africa with kouries, which are used in connection with their palm oil business there, and last year nearly 50,000 bags were exported from here.

The imports from France consist of cotton fabrics, bar iron, beads, brass and iron wire, fez caps, wines, sherbets, sugar, vermicelli, soap, crockery, specie, &c. ; and the exports comprise sim-sim seed, dried cocoanuts, cloves, peppers, ebony, coir yarns, cocoanut fibre, orchilla weed, &c.

An attempt has again been made during the past few years to introduce a direct trade with England, instead of supplying that market through Bombay,

the United States, and Hamburg, as formerly, but the house which attempted it saw fit to abandon it again, and the trade is now left to a few natives who will hardly find it sufficiently remunerative to continue long in it.

The island of Zanzibar produces little else besides cloves, cocoanuts and peppers, but being the great entrepôt of eastern central Africa and the adjacent islands, it is a place of considerable commercial importance.

The climate and soil seem particularly adapted to the cultivation of sugar cane, and should the present undertaking of an English firm in sugar-making prove successful, it would no doubt lead to the establishment of other enterprises of this kind, and in time would do much towards increasing the commerce of the island. The trade now, however, does not increase in proportion to the increase of competition, nor is it likely to, unless new sources of trade are thrown open.

The Sultan is now building a new city, called "Dar Salaam," on the coast, nearly opposite the south point of the island with a view to concentrate all the commerce of the coast at this point, and make it a grand outlet for the produce of the interior. It will be years, however, before this object is accomplished; and even if it ever is, the influences of climate will always render it objectionable to Europeans as a place of residence. * * * *

A.—Summary statement showing the import into Zanzibar from the United States from July 1, 1865, to June 30, 1867, inclusive. (Currency: German crowns and hundredths.)

Description.	Value from July 1 to December 31, 1865.	Value 1866.	Value from Jan. 1 to June 30, 1867.	Total value from July 1, 1865, to June 30, 1867, inclusive.
Box shooks.....	603	1,480	1,046	3,126
Boards.....		600	350	950
Bread.....		360		360
Chairs.....	500		420	920
Candles.....			600	600
Domestics.....	10,500	153,600	166,200	330,300
Flour.....	3,800	3,000	2,160	8,960
Kerosene Oil.....		500		500
Miscellaneous.....	1,600	5,050	6,050	12,700
Muskets.....		3,450		3,450
Provisions.....		3,000	2,450	5,450
Powder.....	13,000	14,500	39,800	67,300
Paint.....			1,800	1,800
Rosin.....		1,132	700	1,832
Specie.....	50,000	60,500	115,000	225,500
Spirits of turpentine.....	750	1,500	6,500	8,750
Sugar.....		4,020	3,300	7,320
Soap.....			5,800	5,800
Tobacco.....	1,200	3,650	12,000	16,850
Total.....	81,950	256,342	364,176	702,468

B.—Summary statement showing the description and value of the exports from Zanzibar to the United States from July 1, 1863, to June 30, 1867, inclusive. (Currency: German crowns and hundredths.)

Description.	Value from July 1 to December 31, 1863.	Value 1864.	Value 1865.	Value 1866.	Value from Jan. 1 to June 30, 1867.	Total from July 1, 1863, to June 30, 1867.
Aloes		670.16	642.00	1,548.90	6,318.99	9,180.05
Coffee				2,899.51		2,899.51
Coir yarn	979.51	1,351.56	1,291.40	17,317.00	1,915.96	22,855.43
Coir fibre			450.26	804.07		1,254.33
Cloves	4,635.80	15,540.86	9,102.79	46,207.55	37,868.39	113,355.39
Clove stems	384.22	2,249.58	337.24	1,587.28	976.79	5,535.11
Ebony	585.24	4,203.35	2,772.70	8,346.37	5,151.72	21,059.38
Gum-copal, (washed)			10,087.96	86,561.45	51,047.97	147,697.38
Gum-copal, (rough)		24,268.34	11,680.44	36,408.41	1,330.00	73,687.19
Goat skins	485.87	1,208.30	1,680.32	5,356.42	9,222.72	17,953.63
Gum-myrrh	295.00	501.76	148.90	2,339.06	2,769.06	6,054.38
Hides	4,092.78	58,121.83	14,911.60	3,935.95	840.74	81,902.90
Ivory	25,335.70	159,625.52	60,309.68	394,628.34	104,178.42	744,077.66
Miscellaneous	70.00	1,948.22	259.77	553.12	786.00	3,617.11
Orchilla weed				1,088.14		1,088.14
Peppers	6,132.30	6,308.36	2,232.41	3,766.90	797.70	19,237.67
Rice				4,131.57		4,131.57
Scrivellos ivory	10,935.27	48,806.33	8,004.52	61,398.25	21,775.40	150,919.77
Sim-sim seed		1,680.26	1,597.26	11,017.32	4,962.25	19,257.09
Tortoise shell	777.33	6,007.29	1,178.79	2,384.43	7,009.10	17,356.94
Total	54,709.02	332,491.72	126,688.04	692,280.04	256,951.81	1,463,120.63

C.—Summary statement showing the description and value of exports from Zanzibar to London and Hamburg from July 1, 1864, to June 30, 1867, inclusive. (Currency: German crowns and hundredths.)

Description.	Value from July 1 to Dec. 31, 1864.	Value 1865.	Value 1866.	Val. from Jan. 1 to June 30, 1867.	Total val. from July 1, 1864, to June 30, 1867.
Aloes		3,000	250	3,600	6,850
Beeswax	8,730	18,630	10,872	3,600	41,742
Cocconut oil	1,000	1,800	5,500	10,500	18,800
Cloves	25,870	37,850	37,250	34,600	135,570
Clove stems	610	2,114	2,035	2,146	6,905
Coir yarns	500	1,000	2,100	1,100	4,700
Cotton			1,500	150	1,650
Dried cocoanuts	2,448	4,344	7,200		13,992
Ebony	5,300	4,500	3,050	5,400	18,250
Gum-copal (washed)	38,800	151,900	74,800	37,600	303,100
Hides	3,540	24,080	22,440	11,440	61,500
Ivory	118,000	198,750	206,800	128,750	652,300
Orchilla weed	18,380	49,600	70,120	52,700	190,800
Peppers	9,948	7,803	8,160	1,845	27,756
Sim-sim seed	15,000	56,750	82,025	49,500	203,275
Scrivellos ivory	21,160	29,880	94,000	72,400	217,440
Sugar	500	3,520	13,355	17,900	35,275
Tortoise shell	1,600	2,000	7,000		10,600
Rice and paddy			3,350	3,380	6,730
Total	271,386	597,521	651,717	436,611	1,957,235

D.—Statement showing the nationality, number, and tonnage of merchant vessels arrived at Zanzibar from July 1, 1865, to June 30, 1867, inclusive.

Nationality.	From July 1 to Dec. 31, 1865.		1866.		From Jan. 1 to June 30, 1867.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
American	2	1,072	10	4,314	8	3,310
French	5	1,800	14	4,510	5	1,625
English	8	3,576	21	8,435	8	2,960
Hamburg	7	2,431	16	5,970	5	1,655
Portuguese			2	245	1	250
Buenos Ayres	1	369				
Arabian	2	600	1	350	1	425
Turkish			1	400		
Total	25	9,848	65	24,224	28	10,225

SEPTEMBER 30, 1867.

I have the honor to inform you that the consuls of France, England, the Hanseatic cities, and myself, have, by the invitation of his Highness Syeed Madjid Ben Said, recently visited his Highness at his new city of Dar Salaam, on the coast of Africa, and spent some days there.

The harbor of Dar Salaam is one of the finest in the world, but the entrance is narrow, and when, in course of time, the trade has concentrated at that point, and the port becomes frequented by sailing vessels of foreign nations, the tug-boats which his Highness has ordered from Europe will be required to render the harbor easy of access.

Dar Salaam is situated in about 7° 10' south latitude, or about 45 miles south by east from Zanzibar town.

During our visit his Highness received us at dinner in the European manner, and, throughout our stay as his Highness' guests, did everything in his power to render our visit agreeable.

It is the intention of Syeed Madjid to return to his town of Zanzibar in about ten days.

Some years must elapse ere Dar Salaam will become a place of any importance as regards trade, but it is the intention of his Highness to make that place ultimately the capital of his dominions.

Statement showing the quantity, description, and value of exports from Zanzibar to the United States during the several quarters of the year ended September 30, 1867, (compiled from consular returns.)

285 pieces ebony	\$366 78
3 cases tortoise-shell	871 28
105 cases copal gum	11,402 02
220 packages copal, (washed)	16,500 12
989 pieces ivory, (Scrivelloes)	17,297 96
1,368 pieces ivory	150,531 29
1,380 packages coir yarns	4,781 81
5 packages beeswax	264 57
2,753 hides	2,516 98
1,091 bags cloves	5,291 12
282 bags spice stems	44 74
359 bags pepper	1,073 25
43 bags goat skins	1,102 50
Total	212,044 32
Total value of exports to the United States for quarter ended March 31, 1867	1,307 07
Total value of exports to the United States for quarter ended June 30, 1867	194,547 39
Total value of exports to the United States for quarter ended Sept. 30, 1867	78,209 00
Grand total for year	486,107 78

GABOON—AUGUSTUS PERROT, *Commercial Agent*.

MARCH 9, 1867.

* * * I have the honor to transmit the following information relative to the climate, soil, productions, &c., of Gaboon, and the countries bordering on it and its innumerable branches.

From Cape St. John's, about 1° north of the equator, to Cape Lopez, about the same distance south of the same, is the most interesting and important portion of equatorial Africa. During the last 20 years it has been pretty fully explored by American missionaries located on the Gaboon river and Corisco island, and more recently it has been visited by several adventurers and naturalists, one of whom, in the employ of the British government, has been engaged in botanical researches. The coast is generally hilly, with the exception of the banks of the three principal rivers, Monni, Moondah and Gaboon, which are, in many places, low and marshy, and lined with mangroves, which, in the distance or by moonlight, look like high green walls.

The first two named are short; rising in the first range of highlands, which here are near the coast, and as they are navigable but a short distance are of but little commercial importance, but the hills among which they rise present some of the most romantic scenery that can be found in the country.

A short distance from the mouths of these rivers are the small islands of Corisco and great and small Ileoby, claimed by Spain as dependencies of Fernando Po, upon which is located an important American mission.

The Gaboon is the largest and finest river in equatorial Africa. At its mouth, a few miles north of the equator, it is eight miles wide, a width which it averages for thirty miles, when it branches into numerous streams which take their rise in the hills and mountains of the Sierra del Crystal, from 100 to 150 miles from the ocean. At the bar there is free access for the largest vessels, and inside is a secure anchorage sufficient for all the navies in the world.

His late majesty, Louis Philippe, secured this noble river for France by establishing a French protectorate over the people of the Gaboon country, which has since been consolidated into a French colony with an extensive naval depot. The tide flows back nearly 100 miles, and the water is salt about half that distance; 75 miles in the interior it rises from six to eight feet. The upper banks of the river are generally swampy, with occasional high bluffs, on which the towns and villages are located. The Gaboon and its numerous tributaries and the adjacent regions have been explored about 100 miles interiorward, but the highlands have not been extensively visited.

A few days ago I had an interview with an intelligent colored trader, who had been residing for months some distance beyond the sphere of trading operations, who informed me that he had been beyond the mountains, where he found a beautiful densely populated country and a river or lake, he could not tell which, as wide as the Gaboon at its mouth; making the allowance for his coloring his account confirmed the theories respecting the regions beyond the sources of the Gaboon.

South of the equator is the river Nazareth, which reaches the ocean by several mouths near Cape Lopez; the country is more level, with dense forests and extensive grass fields, and is noted particularly as the region where the gorilla was first discovered and brought to notice by American missionaries some 17 years ago.

The first full skeleton of the gorilla that was ever brought to America was prepared by the late Dr. Ford and sent to New York, when after being examined by several scientific gentlemen it was sent to Philadelphia, where it has since been on exhibition at the museum of the Society of Natural Science. They are frequently killed by the natives on the south side of the Gaboon and

brought over to the French settlement, where they are purchased for a trifle and their skeletons prepared and sent to scientific friends in Europe and the United States.

The Nazareth, Mexias, and Fernando Vaz, near Cape Lopez, are said to unite some distance in the interior. From Cape Lopez to the Congo there is little of interest; the country is more open, with large grass fields or prairies.

The Congo, next to the Niger, is the most remarkable river of western Africa; at its mouth it is about 10 miles wide, and its current is so rapid that none but sharp vessels can well stem it, and I have been informed that in passing it, many leagues at sea, the course of the vessels are affected by it. Navigation is interrupted by rapids where it breaks through the mountains, beyond which the river and its tributaries drain vast regions near the center of the continent, probably as far north as the equator. But of this river and the country through which it flows but little is known.

To this brief sketch of the topography of the countries adjacent to the Gaboon I will add a few observations on the seasons and climate.

The seasons are two, wet and dry, which nearly equally divide the year, but they vary materially in different localities. At Gaboon there is much regularity in the changes from year to year. From May till October is the dry season, with a hazy atmosphere, through which the sun does not shine with its full power; also fresh alternate land and sea breezes, with copious dews, but no rain.

This is the coolest season, but the earth becomes parched and vegetation suffers. From October till May is the wet season, with a short dry season of from four to six weeks intervening in January and February. It is not very common to have a whole rainy day, but this season is characterized by heavy showers, more commonly at night, and often attended by terrific thunder and lightning, the sublimity of which can scarcely be imagined by one residing in the temperate zone. These copious showers, when the rain descends almost literally in streams, are followed by a clear sky, a pure air, and a scalding sun, to avoid which is a dictate of prudence. The hottest season is in December and January, and the extreme range of the thermometer in the shade is from 68 to 98 degrees.

Tornadoes occasionally blow a certain period of the rainy season with great violence, but as their duration rarely exceeds twenty or thirty minutes, they are not perilous to vessels when they are prepared for them. On land they are welcomed as purifiers of the atmosphere. South of the Gaboon the seasons are quite different, and near the Congo long dry seasons prevail, during which but little rain falls for many months.

North of the equator, in the Bight, where the seasons are influenced by the high mountains and a lack of the trade winds, the wet and dry seasons are not so distinctly and regularly marked as at Gaboon, and a larger quantity of rain falls during the year. One peculiarity of this region is the prevalence of a smoky season, corresponding somewhat to the harmattan winds of the Sahara coast, where the air is so filled with fog that it is impossible to see at any distance, and everything wears a dreary, gloomy appearance. A London fog is quite endurable compared with these smokes which envelope all the regions of Old Calabar and adjacent rivers two or three months of the year.

The climate of western equatorial Africa is peculiarly malarious, and consequently prejudicial to foreigners, though the aborigines are not affected by it. Of the nature and causes of this subtle poison, which has elicited the study of professional men so long with no satisfactory results, I do not propose to treat, though ample causes are visible, and if proper means were employed to remove them, I feel persuaded that the country would soon become healthier, and in course of time the fevers would disappear altogether. Acclimation to the temperature of the country is not difficult, but it requires time and care. Through the light of sanitary experience as to the best means of treating the diseases incident to this part of Africa, and the precautions necessary to be taken and

exposures to be avoided, the peril of life and health is now much less than formerly, and improvement in these respects may be anticipated in the future. Naval and commercial men are safe on board of their vessels, and residents on shore, with proper care and the prophylactic use of quinine, may enjoy comfortable health, with an occasional change of place and climate, for years on the low lands, while the high lands in the interior may be found healthy.

The prophylactic use of quinine has been fully and favorably tested. A resident of Gaboon for upwards of twenty years informs me that fever may be prevented by the judicious use of quinine, and the most inveterate cases may be cured by its prompt and vigorous administration. Quinine should always be on hand and the first advances of fever be met with small doses, from 2 to 5 grains, repeated as often as necessary. But should the fever be malignant, then larger doses of 20 to 30 grains should be administered at once.

Concerning the soil, productions, and natural resources of equatorial Africa, time and the length this despatch has already reached admonish me to speak with great brevity.

It is scarcely necessary to state that the mangrove swamps and jungles in close proximity to the rivers, especially where the tide reaches, are and must continue to be worthless for agricultural purposes, though they produce in rank profusion the bamboo, palm, and other valuable trees, shrubs, and vines. But the higher and dryer portions on the coast and upper banks of the rivers and in the interior, with the exception of some grass-covered sandy plains, are densely wooded and extensively fertile, producing gigantic trees, with smaller growth interwoven with vines, which render the forests almost impenetrable. None of our western or southern forests will compare in rank luxuriance and beauty with the equatorial forests, with their large cotton trees towering their hoary heads above their neighbors and at certain periods scattering to the winds like snow-flakes their harvest of cotton, with numerous flowering trees and vines, which delight the eye and perfume the air.

Only a small portion of the soil is cultivated, and that is generally done by the women, who have their little gardens and farms in the vicinity of their villages, where they raise plantain and cassada, which are to them the staff of life, ground-nuts, yams, sweet potatoes, corn, sugar-cane, fruit, &c., in sufficient quantities for the consumption of the population.

In addition to these there might be grown, as has been demonstrated by repeated experiments in different localities, cotton of a fair quality, rice, coffee, indigo, and nearly all the tropical products.

The natural resources of the country are numerous and valuable. The men, as in all uncivilized lands, despise agriculture, and wherever the foreign slave trade has prevailed, have neglected manufactures. But they have a great passion for trade, in the prosecution of which they manifest much industry and shrewdness. They are mostly engaged in developing the natural resources of the country and in exchanging them for foreign manufactures, for which, as civilization advances, there is a general and increasing demand.

In all the great rivers emptying into the Bight of Biapa, palm oil is the principal and almost only product, which is largely exported to England and in small quantities to other countries of Europe and the United States. In the Nure, Brass, Bonny, New and Old Calabar, and Camaroon rivers, a large number of vessels are always found at anchor. Some of them are large hulks, permanently located, receiving this valuable commodity, which is obtained from the natives in exchange for European goods.

At Gaboon and the country south of the equator, as far as Cape St. Catharine, and north as far as the Camaroon river, ivory is the staple product, besides which gum copal, beeswax, India-rubber, ebony, and bar-wood are obtained. Gaboon is the centre of all valuable ivory trade, and the quantity does not seem to diminish with the great number of elephants that are continually being slaughtered, though the tusks come from a greater distance than formerly.

The African rubber that was first obtained in a bad state is improving as the natives learn the art of preparing it for market. Ebony of the first quality and bar-wood abound in nearly all the forests bordering on the upper rivers, and when means for conveying it to the navigable waters, other than the backs of the natives, are devised, they may be obtained in large logs, which will materially enhance their value.

From these brief notices, it will be seen that western Africa, instead of being only a land of torrid suns, barren sands, and pestilential jungles, as was once supposed, is a goodly land, with much that is rich and beautiful, with valuable productions and natural resources. Her commerce, now large, is constantly increasing, and when the slave trade shall have been entirely suppressed, and her people, instead of preying upon and making merchandise of each other, shall cultivate her soil and the stimulating influences of civilization more largely develop her present resources, with numerous other hitherto hidden indigenous products, it will be immensely valuable. The field I have been describing is a narrow maritime range from 100 to 150 miles wide, extending from the Niger to the Congo, about 400 miles on each side of the equator, beyond which the vast regions of equatorial Africa are still a "terra incognita," having never been trodden by the foot of civilized man, with the exception of a point in 26 degrees east longitude. But from all that I have been enabled to learn, and judging from the rivers on the coast, I confidently expect that eastward from the field to which I have called your attention will be found elevated, healthful, fertile, and densely populated regions, the fairest part of this great continent.

Within the past two months the interior trade has much improved, and large quantities of ivory and India-rubber have been received, one firm alone having stored upwards of 4,000 pounds of ivory and 21,000 pounds of rubber. Many of the storehouses are already filled with bar-wood, and any quantity could be readily procured at a very short notice were there any opportunities of shipping it. Beef, pork, flour, salt fish, in fact provisions of all kinds, as well as groceries and wooden and tin ware, are very scarce and much needed. Any of these articles would meet with a ready sale at a large profit.

JUNE 30, 1867.

Statement showing the quantity, description, and value of exports from the port of Gaboon to the United States during the quarter ended this day, (compiled from consular returns.)

Quantity and description.	Value.
43,222 billets bar-wood	\$1,729 00
9 casks palm oil	464 40
400 sticks cam-wood	420 00
Total	2,613 40

BORNEO.

LABUAN—C. LEE MOSES, *Consul*.

JUNE 30, 1867.

I have the honor to submit to the department the following report of commerce and trade for the quarter ended June 30, 1867, and to report no American arrivals:

IMPORTATIONS.

American drillings	\$13,000
Gray shirtings, calico, and prints	6,000

Sarongs and cotton handkerchiefs	\$2, 600
Cutlery, hardware, iron, and steel	1, 400
Benares opium, \$3,000 ; salt, \$600	3, 600
Ales, wines, and spirits	1, 250
Glassware, china, and crockeryware	2, 800
Shoes, \$700 ; hats, \$200	900
Can provisions	650
Total	<u>32, 200</u>

EXPORTATIONS.

Sago flour, 17,000 piculs, at \$2 40	\$40, 800
Gutta-percha, 32 piculs \$56	1, 288
Rubber, 371 piculs, \$19	7, 049
Beeswax, 16 piculs, \$44	704
Camphor, 9 piculs, \$2,800	25, 200
Coffee, 240 piculs, \$18	3, 720
Beche de mer, 82 piculs, \$30	2, 460
Birds' nests, white, 3 piculs, \$2,800	7, 400
Birds' nests, black, 16 piculs, \$1,200	19, 200
Gold dust	13, 000
Pearls, 5 jars, 1 pint each .....	.....
Total exportation	<u>120, 821</u>
Total importation	<u>32, 200</u>
Excess of exports	<u>88, 621</u>

A diamond, valued by the chief at \$40,000, has been offered for sale here. None had the means to buy it. It was therefore taken back. It was found in my mine at Padas.

The exports of this quarter are over double those of the quarter ended March 31, 1867. This is owing to the number of English and American men-of-war having been on the coast, alarming the pirates and allowing the natives to come from northeast Borneo.

SEPTEMBER 30, 1867.

I have the honor herein to submit to the department the following report upon the commerce and navigation of Borneo proper for the year ended September 30, 1867 :

The imports of 1867 exhibit an increase of \$25,520, while the exports show an increase of \$97,586, and during the year 23 fine brick buildings have been erected at this place, the cause of the increase of trade being purely the fact that trade has begun between "the ports of my lease, Labuan and Brunai," and it is presumed that the natives of Macassar straits will cease conveying their produce to the Dutch, and will bring it all to Labuan as soon as they feel safe from molestation by the pirates of northwestern Borneo. I am unable to give an estimate of the value of the pearls passing through Labuan to Singapore. The commerce of this region is kept entirely in the hands of the English ; but should the Sultan soon recall his letter of rajahship conferred upon J. W. Torrey, (in order that I may cause the royalties to be paid,) business will then naturally fall into the hands of the Americans, or heavy taxation will become ruinous to the natives.

The Labuan Coal Company have dissolved their connection with the Japanese Steam Navigation Company.

SEPTEMBER 30, 1867.

* * * * *

IMPORTS.

American drillings	\$22,000
Gray shirtings	15,000
Calico and prints	14,000
Sarongs and cotton handkerchiefs	5,700
Cutlery, hardware, iron, and steel	7,300
Opium, \$6,500; salt, \$900	7,400
Ales, wines, and spirits	4,850
Glassware, china, and crockery	3,500
Shoes and hats, \$900; brass wire, \$1,750	2,650
Can provisions, \$1,200; bricks, \$6,500	7,700
Linen, \$400; beads, \$420	820
Chinese copper cash	2,500
Total importation	93,420

EXPORTS.

Sago flour, 51,500 piculs, at \$2 60	\$133,900
Canphor, 16 piculs, at \$2,800	44,800
Birds' nests, white, 550 piculs, at \$2,800	15,400
Birds' nests, black, 21 piculs, at \$1,200	24,200
Beeswax, 85 piculs, at \$42	3,570
Gutta-percha, 56 piculs, at \$56	3,136
Rubber, 561 piculs, at \$18	10,098
Beche de mer, 115 piculs, at \$30	3,450
Coffee, 240 piculs, at \$18	3,729
Ratan, 2,000 piculs, at \$3	6,000
Gold dust	13,000
Pearls, 6 pints .....	.....
Total exportation	261,274
Total importation	93,420
Exports above imports	167,854

MADAGASCAR.

TAMATAVE—J. P. FINKELMEIR, *Commercial Agent*.

OCTOBER 1, 1867.

* * * * *

Up to the present time no tariff has been agreed upon to supersede the 10 per cent. duty on imports. The export duty has been regulated by a tariff, a copy of which I have forwarded to the department in my despatch No. 11, dated April 10.

I am happy to report that all my relations with the government of Madagascar are of a very satisfactory nature. Though the treaty with the United States has not yet been ratified, I am enjoying all the privileges provided in the draught; in fact, I have noticed on more than one occasion that the Madagascar govern-

ment looks upon the American consular officers here with full confidence, * * and they seriously desire the ratification of the American treaty.

Our trade with Madagascar I am happy to state has assumed a very favorable prospect for the future, the past year having by far exceeded my expectations. To the articles enumerated in my despatch No. 7 of 1866, as desired in this market, I have to add a moderate amount of ladies' and gentlemen's shoes, American hardware, American shingles, soap, thread, and needles; in fact, all sorts of Yankee notions, preserved fruits, biscuits, and crackers.

The following is a list of Madagascar produce sold at the principal places of the coast, viz : Tamatave, Foulpoint, Amborn, Caton, St. Anthony's Bay, Nopico, Magotte, (both known for sugar and indigo,) Mouvimsavy, Bombataik, Matsangay, Mahala, Ampassilave, and Manoroo: Bullocks, rice, sheep, sugarcane, honey, beeswax, iron manufactures, (the iron said to be fully equal to Swedish,) pottery, matting, Rabanna cloth, dry hides, horn spoons and forks.

The cotton growing here is of a coarse quality and not sufficient quantity.

Silk is much regarded in Madagascar, silk-worms having been imported from China some years ago. They have somewhat degenerated, and are small but heavy and full.

In the port regulations no change has taken place since my last report.

Up to this time no American capital is invested in Madagascar, and no American citizens have died here.

Tabular statement showing the description and value of exports from Madagascar for the year 1866.

Description.	Value.	Description.	Value.
TO ENGLAND AND DEPENDENCIES.		Tobacco, unmanufactured...	600
		Beeswax	735
Bullocks	275,000	Total	236,370
Copper	3,000	TO FRANCE AND DEPENDENCIES.	
Caoutchouc	500		
Gutta-percha	275	Bullocks	67,000
Gum copal	700	Matting	700
Hats, straw	580	Rabannas	1,680
Horses	200	Poultry	1,260
Hides, raw	300	Rice	19,000
Mats and matting rushes	1,150	Swine	1,500
Poultry	630	Total	91,140
Rabannas, Rafia cloth	2,000	Total of exports	427,510
Rice	45,700		
Swine	2,000		
Starch	1,200		
Tobacco, manufactured	1,800		

Tabular statement showing the description and value of imports to Madagascar for the year 1866.

Description.	Value.	Description.	Value.
FROM ENGLAND AND DEPEND- ENCIES.		FROM FRANCE AND DEPEND- ENCIES.	
Beer	\$1,230	General merchandise.....	\$35,800
Cotton, manufactured, plain, brown, and white.....	19,280	Specie.....	60,000
Cotton, colored	9,175	Total.....	95,800
Earthenware and chinaware...	2,890	FROM UNITED STATES OF AMERICA.	
Flour	1,670	Biscuits and crackers.....	580
Glassware	1,293	Boots and shoes.....	150
Groceries	4,200	Chairs	250
Haberdasheries	21,900	Cotton cloth, gray and white.	75,045
Hardware and cutlery.....	5,730	Flour.....	270
Leather	2,500	Preserved fruits	270
Rum.....	36,800	Soap and candles.....	250
Salt.....	3,200	Total.....	76,815
Tin plates	600	Total of imports.....	
Stationery.....	380		287,563
Umbrellas	1,100		
Wine.....	3,000		
Total.....	114,948		

JANUARY 10, 1868.

Referring to my report on commercial information dated October 1, 1867, No. 17, I beg to submit the following addition to articles of export from Madagascar: tobacco, arrowroot, (powder,) India-rubber, gum copal, which of late have assumed a more important feature.

India-rubber is produced here in quantities sufficient to deserve the attention of the department, and prices are varying, according to the demand, from \$20 to \$25 per 100 pounds. Gum copal from \$12 to \$15 per hundred weight. Arrowroot, (powder,) produced in large quantities, is worth from \$4 to \$6 per 100 pounds, according to quality.

JAPAN.

HAKODADI—E. E. RICE, *Consul*.

FEBRUARY 15, 1868.

Statement showing the description, quantity, and value of exports from this port during the year 1867.

551,156 piculs awabe.....	\$44,068 68
678 pieces boards.....	89 64
42 tons coals.....	243 56
18 piculs cocoons.....	1,100 00
113,806,125 piculs seaweed.....	372,763 80
249,348 piculs cuttle fish	23,426 29
1,078 piculs deer feet.....	51 10
48,374 piculs deer horns.....	6,684 90
1,600 pieces fire wood.....	52 29
41,732 piculs cod fish.....	1,500 00
760,418 piculs fish manure.....	23,123 67

113,303 piculs irico (beche de mer)	\$45,769 86
150 piculs mushrooms	54 00
1,323 tubs oil (fish)	6,134 00
27,450 pieces planks, hard wood	975 39
37,640 piculs potatoes	351 00
70 piculs sapan wood	210 00
1 picul sharks fins	10 00
95,767 cards silkworm eggs	88,104 33
25,540 piculs sulphur	236 63
39 piculs tobacco	158 00
112 piculs young deer	53 60
Total	615,160 74

Statement showing the description, quantity, and value of the imports at Hakodadi during the year 1867.

6 cases alpaca	\$3,027 85
920 pieces camlets	16,373 00
1 bale canvas shoes	157 78
5 cases cloth	3,300 00
350 pieces cloth (red)	1,400 00
45,350 tons coals (Russian)	8,515 00
70 pieces cotton	2,000 00
1,250 piculs iron	4,100 12
1 case instruments	185 00
2 cases iron, manufactured	282 12
14 cases lastings	500 00
139 baskets oranges	186 00
1 case Orleans figures	376 00
14 bales prints	2,745 00
3,542,231 piculs rice	117,253 90
2 bales sail cloth	690 62
394,935 piculs sugar, assorted	31,187 97
1 case cotton thread	185 00
1,076 cases stores	17,664 96
5 cases velvets	1,100 00
89 pieces velvets	1,200 00
1 bale silk	240 00
400 baskets wine (Chinese)	800 00
12 cases sundries	4,000 00
Total	217,470 32

Statement of import and export duties paid by foreign vessels at the port of Hakodadi during the year 1867.

Nationality.	Import duties.	Export duties.	Custom-house duties.	Totals.
American	\$73 04	\$919 74	\$286	\$1,278 78
British	261 53	8,342 01	572	9,175 54
Prussian	None	2,303 04	198	1,501 04
French	do.	1,271 31	66	1,337 31
Spanish	do.	504 17	22	526 17
Russian	do.	382 45	44	426 45
Dutch	do.	173 69	44	217 69
Total	334 57	13,896 41	1,232	15,462 98

Statement showing the nationality, number, and tonnage of merchant vessels arrived at and departed from the port of Hakodadi during the year 1867.

Nationality.	Arrivals.		Departures.	
	No.	Tons.	No.	Tons.
United States	13	4,391	14	4,829
British	29	7,602	26	6,722
Prussian	11	3,814	11	3,814
French	3	933	3	933
Danish	1	400	1	400
Russian*	2	361	2	594
Dutch	2	609	2	609
Total	61	18,110	59	17,801

* One vessel laid over from 1866, and another from 1867, making the difference in tons.

NAGASAKI—W. P. MANGUM, *Consul*.

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, (compiled from invoice book.)

Tea	\$112,476 51
Porcelain vases	164 00
Total for quarter ended December 31, 1866	112,640 51
Total for quarter ended June 30, 1867	4,839 53
Total for quarter ended September 30, 1867	1,587 25
Total for 9 months	119,067 29

KANAGAWA—JULIUS STAHEL, *Consul*.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from this port to the United States for the several quarters of the year ended September 30, 1867, (compiled from consular returns.)

6,000 bamboos	\$420 00
2,390,184 pounds tea	868,249 20
175,190 pounds tea	81,285 80
345 cards silkworm eggs	76,831 08
18 bales raw silk	11,034 45
23 bales washed silk	8,252 69
10 bales floss silk	3,529 00
2 cases Japan curiosities	12,396 00
4 cases Japan curiosities	378 83
113 bales cotton	595,083 29
130 bales rags	886 52
16 bales paper	288 59
39 casks sundries	2,679 23
5 cases merchandise	512 76
Total for quarter ended December 31, 1866	1,661,827 44
Total for quarter ended March 31, 1867	550,844 76
Total for quarter ended June 30, 1867	437,162 03
Total for quarter ended September 30, 1867	506,201 78
Grand total	3,156,036 01

SIAM.

BANGKOK—J. M. HOOD, *Consul*.

JANUARY, 1868.

In closing up our reports for the year we deem it expedient to give a brief description of Bangkok, its history, environs, &c., which will conclude the short series of articles we have been furnishing to the department concerning this country.

Bangkok, the present capital of the kingdom of Siam, is situated on the Henam Chauphaya, about 35 miles from its mouth, and in latitude about $13^{\circ} 30'$ north, and in longitude about 100° east.

It may, in every sense of the term, be called a "garden city," as it is surrounded by the most beautiful fruit gardens; abounding in almost every variety of tropical fruit, such as the orange, shaddock, mango, mangostine *durien*, cocoanut, rambotan, &c. The *areca* nut, so much prized and used by the Siamese, as well as most other oriental nations, abounds also in those gardens. The tree is tall and slender, like the cocoanut, with a single tuft of leaves at the top, where the fruit comes out.

Bangkok became the capital of Siam anno Domini 1751, after the destruction of Anthia by the Burmese. A Siamo-Chinese, called Phya Tak, first removed the government to this place. The country was overrun by the Burmese, and was almost wholly in their possession. Phya Tak had been governor of one of the northern provinces, and foreseeing the destruction of Anthia, he gathered around him about 1,000 brave men, routed a portion of the Burmese army, and advanced to Bagnplasoi, on the northeast corner of the gulf. He brought under his subjection all the provinces on the eastern coast, and Cambodia also. Then furnishing himself with vessels of war, &c., he advanced to the capital, routed the Burmese, and removed the seat of government to Thaua Buri, now Bangkok. But while he was a man of great abilities and many virtues, he was also guilty of many oppressions. He finally became deranged, and desired equal honors with Buddha. His exactions of money from the people and his harsh treatment of the nobles excited sedition. The populace attacked him in his palace, and he, becoming terrified, took refuge in the priesthood.

Chaya Chaksi, however, ordered him to be dragged from the temple and slain; whereupon he himself ascended the throne, and founded the present dynasty, or which the present reigning sovereign is the fourth.

The present dynasty was founded in 1782.

Bangkok is at present supposed to contain about 400,000 inhabitants, which, however, is merely a conjecture, as there is no means of ascertaining the exact number. It also presents a Babel of tongues, as almost all oriental nations are represented here, such as Burmese, Peguans, Anamese, Cambodians, and Malays. Many are here also from Bengal, Bombay, Calcutta, and other portions of British India. But of all the different nations here represented the Chinese vastly preponderate, and are supposed by some to constitute nearly one-half of the population of the city. All the dialects of that vast empire are found here. The Chinese constitute the principal working class. The Siamese proper are either nobility or slaves—the one considering it beneath his dignity to engage in any industrial pursuit, while the other feels that he is a slave for life at the will of his master, and has neither ambition nor desire for industry or progress.

The peculiarity of Bangkok is that a great portion of it is afloat. Either edge of the river for at least six miles is lined with floating houses. Numbers of them are also found in the large canals leading into the city. But on either bank costly residences after the Chinese model are springing up, which are owned principally by Chinese or Siamo-Chinese merchants and a few Siamese nobles.

Bangkok is of course the emporium of the kingdom. It is connected with most of the provinces by rivers and a system of canals which constitute the highways of the kingdom. Along these canals and down the rivers the produce is brought in boats propelled by human strength, where it is shipped. The produce from the coast is brought up in small junks and trading boats. There are at present in Bangkok five steam rice mills owned by Europeans, and capable of cleaning 5,000 piculs of cargo rice per diem. But on account of the low prices in China and a partial failure of the crop here, business is very dull at present.

JUNE 30, 1867.

Statement showing the description and value of exports from the port of Bangkok to the United States for the quarter ended this day, (compiled from invoice book.)

Description.	Value.
Rice, teak planks, sugar, and rosewood.....	\$68,158 80
Total for quarter ended June 30, 1867	68,158 80
Total for quarter ended September 30, 1867.....	11,958 08
Total for 6 months.....	80,116 88

Return of principal imports into the port of Bangkok for the year 1867.

Description.	From Singapore.		From Hong Kong.		From China.		Total quantity.	Total value.
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
Figured shirting pieces.	23, 270	\$71, 346	.....	.....	.....	.....	23, 270	\$71, 346
White shirting do.	48, 285	144, 317	.....	.....	.....	.....	48, 285	144, 317
Gray shirting do.	164, 329	391, 525	.....	.....	.....	.....	164, 329	391, 525
Colored piece goods do.	5, 044	18, 564	.....	.....	.....	.....	5, 044	18, 564
Turkey red cloth do.	9, 170	21, 545	.....	.....	.....	.....	9, 170	21, 545
Long cloth do.	33, 995	129, 734	.....	.....	.....	.....	33, 995	129, 734
Prints and chintz do.	8, 198	17, 174	.....	.....	.....	.....	8, 198	17, 174
Madapallams do.	24, 259	29, 302	.....	.....	.....	.....	24, 259	29, 302
Canvas bolts.	1, 626	11, 716	.....	.....	.....	.....	1, 626	11, 716
Cambries pieces.	26, 653	25, 295	.....	.....	.....	.....	26, 653	25, 295
Muslins do.	18, 054	14, 370	.....	.....	.....	.....	18, 054	14, 370
Chowls corges.	52, 490	454, 997	.....	.....	.....	.....	52, 490	445, 997
Miscellaneous piece goods, pieces.	90, 865	95, 560	18, 309	\$28, 179	1, 573	\$2, 022	110, 747	123, 761
Woollen goods do.	2, 623	26, 070	.....	.....	.....	.....	2, 623	26, 070
Red twist bales.	383	47, 769	.....	.....	.....	.....	383	47, 769
White twist do.	533	56, 715	.....	.....	.....	.....	533	56, 715
Colored twist do.	448	44, 011	.....	.....	.....	.....	448	44, 011
Hardware packages.	670	20, 632	712	21, 023	409	8, 373	1, 791	50, 028
Iron piculs.	8, 157	20, 799	.....	.....	.....	.....	8, 157	20, 799
Steel kegs.	1, 222	5, 581	.....	.....	.....	.....	1, 222	5, 581
Machinery packages.	40	1, 700	.....	.....	.....	.....	40	1, 700
Muskets corges.	940	33, 256	.....	.....	.....	.....	940	33, 250
Glassware cases.	1, 123	24, 958	269	6, 442	.....	.....	1, 392	31, 400
Crockery do.	116	4, 270	2, 281	35, 905	1, 665	20, 817	4, 062	60, 492
Copper sheathing piculs.	437	11, 609	.....	.....	.....	.....	437	11, 609
Brass and copper ware cases.	26	1, 664	980	76, 334	19	821	1, 025	78, 819
Jewelry parcels.	54	60, 875	.....	.....	.....	.....	54	60, 875
Ship chandlery packages.	1, 873	22, 923	.....	.....	.....	.....	1, 873	22, 925
Liquors cases, &c.	38, 786	78, 795	44	270	.....	.....	38, 830	79, 065
Fancy goods do.	158	17, 634	117	39, 605	22	2, 076	297	49, 315
Opium chests.	330	183, 628	.....	.....	.....	.....	330	183, 628
Silk piece goods pieces.	613	4, 995	31, 759	165, 008	2, 662	16, 654	35, 029	186, 657
Mats do.	174, 837	47, 974	16, 754	2, 593	113, 310	5, 316	304, 901	54, 883
Mat bags do.	901, 163	32, 237	900, 932	28, 316	539, 048	16, 742	2, 341, 164	77, 395
Gold thread cases.	221	270	35	4, 166	16	1, 420	72	5, 856
Silk chowls pieces.	.....	.....	32, 803	109, 220	.....	.....	32, 803	109, 220
Silk crape do.	.....	.....	8, 855	61, 267	77	1, 032	8, 932	62, 299
Fire-crackers cases.	.....	.....	1, 349	15, 546	24	329	1, 373	15, 875
Tea boxes.	.....	.....	1, 677	14, 579	4, 316	33, 005	5, 993	47, 584
Joss stick cases.	.....	.....	5, 193	15, 517	185	1, 632	5, 378	17, 148
Joss paper bales.	.....	.....	3, 302	23, 884	140	602	3, 442	24, 486
Umbrellas packages.	.....	.....	1, 184	9, 286	3, 443	10, 938	3, 627	20, 224
Chinese medicines do.	.....	.....	843	21, 194	78	1, 179	921	22, 373
Garlic pots.	.....	.....	155, 857	33, 433	.....	.....	155, 857	33, 433
Fruits value.	.....	.....	Value..	13, 316	Value..	2, 724	.....	16, 040
Vegetables do.	.....	.....	.....	17, 332	.....	4, 448	.....	21, 780
Silverware packages.	.....	.....	259	43, 841	3	290	262	44, 134
Chinese paper bales.	.....	.....	10, 750	19, 198	198	1, 144	10, 948	20, 342
Gold paper cases.	.....	.....	551	6, 246	34	597	585	6, 843
Silk thread do.	.....	.....	49	12, 231	16	1, 695	65	13, 626
Vermicelli do.	.....	.....	2, 363	20, 799	531	4, 789	2, 894	25, 588
Earthenware value.	.....	.....	Value..	23, 351	Value..	21, 377	.....	44, 728
Tobacco cases.	.....	.....	2, 349	38, 144	133	2, 693	2, 482	40, 837
Flour bags, &c.	.....	.....	3, 590	6, 539	21	80	3, 611	6, 619
Sundries value.	Value..	169, 558	Value..	185, 957	Value..	25, 206	.....	380, 721
Coolies in number.	.....	.....	2, 462	.....	1, 001	.....	3, 463	.....
Gold leaf value.	.....	.....	Value..	77, 481	.....	.....	.....	108, 516
Mexican dollars do.	.....	79, 000	.....	.....	Value..	2, 000	.....	81, 000
Total . . . . .	.....	.....	.....	.....	.....	.....	.....	3, 799, 104

REMARKS.

There is a large increase in the importation of piece goods over that of any year since returns have been made, and by adding about 10 per cent. to the valuation here given the market price may be arrived at, as the importers (Arabs and Chinese) are in the habit of entering their wares at the lowest possible prices. Machinery imported by the Siamese nobles is never returned at the custom-house; large quantities are imported for steamships, steamboats, dredging machines, steam sugar-mills, gas works, &c., of which no account is handed in. On the other articles of import an addition of 25 per cent. may be safely made, to come at the value.

Return of exports from the port of Bangkok for the year 1867.

Description.	Singapore.	Java.	Hong Kong.	China.	India.	Europe.	America.	Quantity.	Value.
Rice.....piculs..	276,045	3,169	1,099,767	280,199	13,814	117,327	41,577	1,831,898	79 cargoes to Singapore.....\$875,650
Paddy.....do.....	385		10,765	3,135			189	14,474	23 cargoes to Java.....145,835
Sugar.....do.....	29,316		49,859	39,441	16,485	1,275	1,156	137,532	152 cargoes to Hong Kong.....2,367,232
Sapum wood.....do.....	4,689		28,793	23,996		3,858		61,336	40 cargoes to China.....627,503
Peas.....do.....	1,959		5,853	124				7,936	4 cargoes to India.....138,240
Silk.....do.....	530							7,936	12 cargoes to America.....182,436
Pepper.....do.....			12,330	6,617				18,947	5 cargoes to Europe.....63,473
Tin.....do.....	1,276		3,576	574				5,436	11 junks, cotton to China*.....173,456
Teel seed.....do.....	1,429	34	19,219	1,062				21,744	Mexican dollars and rupees.....276,000
Hemp.....do.....	52		831	38				911	Buffalo bones.....21,760
Hides.....do.....	1,763		5,098	1,011		40		7,782	Total.....4,881,495
Horns.....do.....	1,709		202	67				2,018	
Salt.....do.....	1,951							1,951	
Salt fish.....do.....	28,365	91,218	5,637	3,729				128,849	
Muscles.....do.....			9,800	3,225				13,055	
Teak timber.....logs.....	325		312			235		872	
Teak planks.....plants.....	316		2,756	50	915	152	154	4,343	
Rose wood.....piculs.....		150	36,459	15,482		7	425	52,523	
Gum Benjamin.....do.....	195		2,127					2,323	
Ivory.....do.....	122							122	
Nuclean cotton.....do.....			5,662	5,440				11,102	
Clean cotton.....do.....			2,139	9,327				11,466	
Lakrabau seed.....do.....			3,211	956				4,167	
Cardamums.....do.....	38			27				685	
Gamboge.....do.....	134		12					146	
Sticklac.....do.....				422	366	65		2,658	
Mangrove bark.....do.....	1,793	12	1,118	525				1,743	
Ebony.....do.....			2,250					2,256	
Indigo.....do.....			217			6		231	
Sundries.....packages.....	238	14						2,445	
Bean cake.....piculs.....		207	2,000					1,710	
Iron pans.....seis.....	5,228		1,410	300				3,228	
Charcoal.....piculs.....			2,000					2,000	
Beeswax.....do.....	52							52	
Onions.....do.....	598							598	
Mexican dollars and rupees.....value.....	\$276,000							\$276,000	
Buffalo bones.....piculs.....				1,876				1,876	

* Value not included in cargoes to China.

CHINA.

SHANGHAI—WILLIE P. MANGUM, *Vice-Consul General*.

OCTOBER 14, 1867.

I have the honor to forward herewith to the department a printed copy of the reports on trade at the ports in China, open by treaty to foreign trade, for the year 1866, published by order of the inspector-general of customs.

The reports are carefully compiled by able and experienced officers, and exhibit much more thoroughly the commerce of China than can be done in the ordinary channel of a despatch, and I doubt not will be more satisfactory to the department.

ANALYSIS OF CHINESE COMMERCE DURING THE YEAR 1866.

Notwithstanding the past year, 1866, may be numbered in the annals of Chinese commerce as one of great disasters to the merchants, still it appears from the published returns of trade for 1866 that the total amount of trade at the ports open to foreign flags has considerably increased. The estimated total value of trade carried on under foreign flags in 1865 amounted to 272,232,038 taels; and the estimated value of trade at the open ports in 1866, 299,919,620 taels, as per following table:

Comparative table of the estimated value of trade at the different ports during the years 1865 and 1866.

Ports.	1865.	1866.	Increase.	Decrease.
	<i>Tls.</i>	<i>Tls.</i>	<i>Tls.</i>	<i>Tls.</i>
Shanghai	88,039,567	85,948,765	.....	2,090,802
Canton	26,042,645	32,220,075	6,177,430	.....
Swatow	14,409,670	17,295,188	2,885,518	.....
Amoy	15,239,755	14,451,359	.....	788,396
Foochow	27,890,122	32,133,992	4,243,870	.....
Takao	3,680,760	2,380,092	} 257,934	.....
Tamsui		958,602		.....
Ningpo	15,106,421	16,376,584	1,270,163	.....
Hankow	28,750,363	36,292,997	7,542,634	.....
Kiukiang	13,050,753	11,222,243	.....	1,828,510
Chinkiang	10,789,550	9,619,327	.....	1,170,223
Chefoo	8,619,422	10,955,475	2,336,053	.....
Tientsin	17,344,847	25,648,905	8,304,058	.....
Newchwang	3,868,173	4,425,937	557,764	.....
Total	272,232,038	299,929,541	33,575,424	5,877,931

The preceding total estimated value of trade of each port includes the amount of the whole import and export trade and the amount of the imported and exported treasure, less the amount of the re-exports.

The trade of Shanghai, according to the foregoing table, shows a decrease of about 2,000,000 of taels, on account of the re-exports having increased about 8,000,000 during 1866, viz:

	1865.	1866.
	<i>Taels.</i>	<i>Taels.</i>
Re-exports	48,356,215	56,746,719
The total amount of imports and exports at Shanghai, inclusive of treasure, being	136,395,782	142,695,484

Which shows for the year under notice an increase of about 8,000,000 of taels, on the whole of the transactions of Shanghai over 1865.

The total estimated value of foreign imports and coastwise, exclusive of treasure :

	Tael.
During 1865 amounted to	143, 102, 713
And in 1866 to	172, 462, 136

To which the different countries have contributed as follows :

Countries.	1865.	1866.
	<i>Tael.</i>	<i>Tael.</i>
Great Britain, British possessions, and colonies	57, 735, 771	71, 757, 249
Japan	2, 454, 109	2, 932, 563
United States of America.	482, 593	289, 832
Sundry countries*	2, 620, 987	1, 951, 132
Chinese ports, coastwise	79, 809, 253	95, 531, 355
Total	143, 102, 713	172, 462, 136
Treasure	34, 847, 621	40, 332, 530

* "Sundry countries" includes the whole of the continent of Europe and others.

Comparative table of imports during the years 1865 and 1866.

Imported into—	From Great Britain, and colonies.	From Japan.	From United States of America.	From sundry coun- tries.	From other Chinese ports.	Total of foreign goods and native produce.	Total of imports, 1866.	Import of treasure, 1866.	Grand total of im- ports, inclusive of treasure, 1866.	Grand total of im- ports, inclusive of treasure, 1865.
Shanghai :										
Foreign goods	43,525,034	2,738,493	268,764	500,704	389,039	47,412,034	74,492,286	21,744,904	96,237,190	82,835,004
Native produce . . . . .	.....	.....	.....	.....	27,080,252	27,080,252	.....	.....	.....	.....
Canton :					.....	9,997,505	.....	.....	.....	.....
Foreign goods	9,912,282	.....	.....	85,223	630,821	9,997,505	.....	.....	.....	.....
Native produce . . . . .	.....	.....	.....	.....	.....	630,821	.....	.....	.....	.....
Swatow :					.....	4,798,362	.....	.....	.....	.....
Foreign goods	4,726,700	.....	.....	56,981	14,681	4,798,362	.....	.....	.....	.....
Native produce . . . . .	.....	.....	.....	.....	4,431,343	4,431,343	.....	.....	.....	.....
Amy : Foreign goods	4,854,428	.....	.....	698,787	55,050	5,608,265	9,229,705	938,046	10,167,751	7,924,281
Native produce . . . . .	.....	.....	.....	.....	3,293,776	3,293,776	.....	.....	.....	.....
Foochow :					.....	4,727,404	.....	.....	.....	.....
Foreign goods	4,456,313	.....	21,068	1,125	248,898	4,727,404	8,902,041	1,018,685	9,920,726	10,631,070
Native produce	*771,462	.....	.....	.....	3,164,724	3,936,186	.....	.....	.....	.....
Tamsui :					.....	626,089	.....	.....	.....	.....
Foreign goods	306,956	.....	.....	.....	319,133	626,089	.....	.....	.....	.....
Native produce	*7,584	.....	.....	.....	78,014	85,598	711,687	.....	711,687	.....
Takao :					.....	779,365	.....	.....	.....	.....
Foreign goods	43,314	.....	.....	.....	735,951	779,365	.....	.....	.....	.....
Native produce . . . . .	.....	.....	.....	.....	416,002	416,002	.....	.....	.....	.....
Ningpo :					.....	4,069,829	.....	.....	.....	.....
Foreign goods	664,157	7,194	.....	176,725	3,221,753	4,069,829	6,409,051	512,791	6,921,842	7,292,684
Native produce . . . . .	.....	.....	.....	.....	2,339,222	2,339,222	.....	.....	.....	.....
Hankow :					.....	12,172,426	.....	.....	.....	.....
Foreign goods . . . . .	.....	4,500	.....	.....	12,167,926	12,172,426	.....	.....	.....	.....
Native produce . . . . .	.....	.....	.....	.....	4,871,852	4,871,852	.....	.....	.....	.....
					.....	.....	17,014,278	875,938	17,920,216	13,245,857

* From Hong Kong.

Comparative table of imports, &c.—Continued.

Imported into—	From Great Britain, British possessions, and colonies.	From Japan.	From United States of America.	From sundry coun- tries.	From other Chinese ports.	Total of foreign goods and native produce.	Total of imports, 1866.	Import of treasure, 1866.	Grand total of im- ports, inclusive of treasure, 1866.	Grand total of im- ports, inclusive of treasure, 1866.
Kinkiang: Foreign goods .....	.....	.....	.....	.....	2,829,213	2,829,213	.....	.....	.....	.....
Native produce .....	.....	.....	.....	.....	1,123,405	1,123,405	.....	.....	.....	.....
Chinkiang: Foreign goods .....	.....	.....	.....	.....	3,453,629	3,453,629	.....	.....	.....	.....
Native produce .....	.....	.....	.....	.....	2,426,302	2,426,302	.....	.....	.....	.....
Chefoo: Foreign goods	940,478	85,619	.....	352,321	3,073,158	4,431,576	.....	.....	.....	.....
Native produce .....	.....	.....	.....	.....	1,889,927	1,889,927	.....	.....	.....	.....
Tientsin: Foreign goods	1,129,918	106,762	.....	*79,266	10,765,598	12,081,544	.....	.....	.....	.....
Native produce .....	.....	.....	.....	.....	14,583,542	4,583,542	.....	.....	.....	.....
Newchwang: Foreign goods	418,623	.....	.....	.....	1,629,038	2,047,661	.....	.....	.....	.....
Native produce .....	.....	.....	.....	.....	299,106	299,106	.....	.....	.....	.....
Total	71,737,219	2,932,568	289,832	1,951,132	.....	95,531,355	172,463,136	40,332,530	212,794,666	178,071,939

* This amount is exclusive of 1,040 pieces of Russian cloth, valued at 34,320 taels, brought from Kiachta in transitu for shipment to Shanghai.

† This amount is exclusive of the value of Hankow tea carried by way of Tientsin to Siberia and Russia, 28,699 piculs—515,673 taels.

The following tables are an extract of the principal imports of the different ports, which will give an idea of the staple import articles of trade of each port.

Analysis of Chinese commerce during the year 1866.

Imports.		1866.		1865.	
SHANGHAI.					
Cotton piece goods:			<i>Taels.</i>		<i>Taels.</i>
Gray shirtings.....	pieces.	1,932,689		1,294,182	
White shirtings.....	do.	388,368		212,097	
T-cloths.....	do.	291,938		157,095	
And other descriptions.....	total value.		11,491,524		66,13,638
Woollen goods:					
Camlets.....	pieces.	132,671		124,040	
Habit, medium and broad cloth, and Spanish stripes. do.		73,666		61,908	
Lastings.....	do.	43,504		36,907	
Long ells.....	do.	147,227		117,686	
Lustres, figured and plain.....	do.	377,585		168,793	
And other descriptions.....	total value.		6,334,873		5,646,246
Opium.....	piculs.	41,149	23,719,130	36,680	16,378,089
Iron, nail-rod and bar.....	do.	83,418	214,293	121,972	317,127
Lead.....	do.	65,500	340,294	46,497	214,570
Tin.....	do.	10,440	186,716	6,248	136,449
Rice.....	do.	12,793	26,368	749,579	1,882,533
Sugar, brown and white.....	do.	892,861	3,923,228	801,113	3,329,633
Coals:					
Foreign.....	119,125 tons.	131,385	1,121,659	96,075	898,656
Native.....	12,260 do.				
Sandal wood.....	piculs.	27,823	107,325	35,101	165,296
Japan seaweed.....	do.	125,605	363,156	117,781	369,218
Indigo, liquid and dry.....	do.	39,632	365,468	66,592	669,893
Silk, raw, from Chinese ports.....	do.	2,436	893,608	2,993	1,269,280
Tea.....	do.	502,755	13,238,924	450,757	14,199,079
Cotton.....	do.	36,150	548,160	23,046	382,613
Wood oil.....	do.	95,974	671,923	97,010	679,494
Paper.....	do.	82,532	550,171	85,319	436,134
Hemp.....	do.	36,638	355,456	48,938	489,384
Chinaware.....	do.	18,974	249,239	33,236	332,292
And sundries.....	value.		9,790,771		10,209,291
Total.....		taels. 74,492,286		64,616,815	
CANTON.			<i>Dollars.</i>		<i>Dollars.</i>
Cotton piece goods:					
Gray shirtings.....	pieces.	78,452		79,868	
White shirtings.....	do.	47,160		52,993	
T-cloths.....	do.	37,591		29,255	
And other descriptions.....	total value.		1,615,729		2,058,837
Woollen goods:					
Camlets.....	pieces.	3,918		5,747	
Habit, broad and medium cloth and Spanish stripes. do.		6,751		9,471	
Lastings.....	do.	3,915		3,352	
Long ells.....	do.	4,509		5,689	
Lustres, figured and plain.....	do.	6,589		1,649	
And other descriptions.....	total value.		538,133		571,809
Opium.....	piculs.	3,489	2,372,467	2,376	1,305,141
Iron, manufactured.....	do.	3,664	18,823	15,855	49,147
Lead.....	do.	24,982	156,138	29,856	182,228
Quicksilver.....	do.	941	63,993	4,091	270,060
Rice *.....	do.	61,660	134,779	65,198	163,027
Cotton.....	do.	217,747	5,041,886	82,120	2,005,362
Nankeens.....	do.	14,295	1,143,709	6,088	547,959
Birds' nests.....	do.	299	162,360	261	145,605
Ginseng.....	do.	2,889	509,553	3,896	589,600
Silk piece goods.....	do.	624	589,914	343	307,449
			12,347,484		8,196,224
	Taels.....		9,260,613		6,147,168
And sundries.....	value in taels.		1,367,713		1,770,284
Total.....		taels. 10,628,326		7,917,452	
SWATOW.					
Cotton piece goods:					
Shirtings, gray.....	pieces.	51,168		41,111	
Shirtings, white.....	do.	13,772		10,319	
T-cloths.....	do.	21,989		12,810	
And other descriptions.....	total value.		472,840		358,138
Woollen goods:					
Camlets.....	pieces.	2,306		1,816	
Habit, broad and medium cloth and Spanish stripes. do.		2,710		1,448	

* The sales of rice in Hong Kong as computed in the *China Overland Trade Report* amounted to 3,721,000 piculs, and probably the greatest part of it found its way in native junks to Canton.

Analysis of Chinese commerce, &c.—Continued.

Imports.	1866.		1865.	
		Dollars.		Dollars.
Woollen goods—Continued.				
Lastings.....pieces.	1,337		1,049	
Long ells.....do.	1,710		1,459	
Lustres, figured and plain.....do.				
And other descriptions.....total value.		154,824		80,688
Opium.....piculs.	5,082	3,862,559	4,050	2,411,451
Cotton, raw.....do.	68,863	1,859,301	58,170	1,454,250
Cotton yarn.....do.	6,006	448,448	4,483	313,810
Peas and beans.....do.	255,917	614,200	297,262	891,786
Bean cake.....do.	1,292,120	2,734,365	896,619	1,650,018
Rice.....do.	24,029	96,116	644,621	1,933,863
Oil.....do.	2,150	30,100	6,649	93,086
Wheat.....do.	10,285	41,140	55,107	165,321
		10,313,893		9,352,411
	Taels.....	7,735,420		6,546,687
And sundries.....value in taels.		1,494,285		857,761
Total.....taels.		9,229,705		7,404,448
AMOY.				
Cotton piece goods:				
Shirtings, gray.....pieces.	53,315		43,061	
Shirtings, white.....do.	16,549		15,714	
T-cloths.....do.	12,930		12,158	
And other descriptions.....total value.		571,026		403,863
Woollen goods:				
Camlets.....pieces.	2,748		4,347	
Habit, broad and medium cloth and Spanish stripes.....do.	1,125		959	
Lastings.....do.	768		425	
Long ells.....do.	1,616		231	
Lustres, figured and plain.....do.	602		603	
And other descriptions.....total value.		154,876		136,007
Opium.....piculs.	5,518	3,085,383	5,245	3,114,280
Cotton yarn.....do.	3,771	300,900	3,936	263,712
Cotton, raw.....do.	63,319	2,126,622	44,496	1,353,726
Tin.....do.	7,331	183,322	8,031	200,775
Rice.....do.	237,436	543,604	851,762	2,129,405
Beans and peas.....do.	243,121	733,065	172,585	517,755
Bean cakes.....do.	256,906	513,853	265,001	530,002
Beche de mer.....do.	6,429	156,683	9,347	342,070
Fish, dried and salt.....do.	59,573	488,194	39,232	359,756
		8,857,528		9,351,351
	Taels.....	6,643,146		7,014,514
And sundries.....value in taels.		2,258,895		2,716,530
Total.....taels.		8,902,041		9,731,044
FOOCHOW.				
Cotton piece goods:				
Shirtings, gray.....pieces.	59,000		44,614	
Shirtings, white.....do.	7,619		6,393	
T-cloths.....do.	26,506		17,166	
And other descriptions.....total value.		424,240		402,253
Woollen goods:				
Camlets.....pieces.	3,325		2,958	
Habit, broad and medium cloth and Spanish stripes.....do.	4,713		4,046	
Lastings.....do.	847		666	
Long ells.....do.	3,232		1,538	
Lustres, figured and plain.....do.	2,199		2,866	
And other descriptions.....total value.		266,724		168,425
Opium.....piculs.	6,298	4,563,022	5,863	3,306,412
Lead.....do.	55,322	373,429	35,525	230,917
Rice.....do.	40,320	127,141	134,996	438,739
Bean cakes.....do.	53,001	212,006	71,211	195,832
Cotton.....do.	10,626	234,112	8,390	209,775
Nankeens.....do.	27,723	1,940,656	26,602	1,330,107
Peas.....do.	91,256	297,878	70,433	281,734
Sugar, white, brown and candy.....do.	17,340	119,242	31,310	211,221
Tobacco.....do.	10,057	391,896	11,842	346,377
		8,950,346		7,121,792
	Taels.....	6,712,760		5,341,344
And sundries.....value in taels.		1,950,830		882,019
Total.....taels.		8,663,590		6,223,363

Analysis of Chinese commerce, &c.—Continued.

Imports.	1866.	1865.
TAKAO AND TAIWAN-FOO.		
Cotton piece goods:		
Shirtings, gray.....pieces.	8,755	11,697
Shirtings, white.....do.	400	3,500
T-cloths.....do.		2,200
And other descriptions.....total value.	73,497	123,423
Woollen goods:		
Camlets and imitations.....pieces.	712	825
Habit, medium, broadcloth and Spanish stripes.....do.	160	158
Lastings and imitations.....do.	90	200
Long ells.....do.	883	330
Lustres, figured and plain.....do.	100	
And other descriptions.....total value.	37,171	39,836
Opium.....piculs.	1,431	894,692
Cotton, raw.....do.	2,244	44,823
Fungus.....do.	121	5,271
Bags, hemp.....pieces.	302,990	26,439
Medicine.....piculs.	489	7,933
Nankeens.....do.	2,188	155,045
Paper.....do.	2,050	32,342
Peas.....do.	178	664
Samshoo.....do.	298	2,770
Silk piece goods, ribbons, &c.....value.		55,989
Tobacco, prepared.....piculs.	5,154	113,230
Wax, white.....do.	28	1,942
Wheat.....do.	545	3,430
	1,455,238	1,462,461
	Taels.....	
	1,091,429	1,096,846
And sundries.....value in taels.	103,838	85,408
Total.....taels.	1,195,267	1,182,254
TAMSUI AND KEELUNG.		
Cotton piece goods:		
Shirtings, gray.....pieces.	9,202	5,921
Shirtings, white.....do.	953	2,466
T-cloths.....do.	203	2,000
And other descriptions.....total value.	57,649	79,814
Woollen goods:		
Camlets and imitations.....pieces.	211	546
Habit, medium and broad cloth, and Spanish stripes.....do.	205	67
Lastings and imitations.....do.	26	90
Long ells.....do.	514	355
Lustres, figured and plain.....do.	624	216
And other descriptions.....total value.	23,288	23,543
Opium.....piculs.	1,118	736,754
Beans and peas.....do.	383	1,150
Cotton, raw.....do.	190	4,958
Nankeens.....do.	419	29,357
Paper.....do.	836	4,194
Wheat.....do.	443	1,775
Silk piece goods, and ribbons.....do.	9.68	3,802
	862,927	675,666
	Taels.....	
	647,195	506,750
And sundries.....value in taels.	64,492	38,075
Total.....taels.	711,687	544,825
NINGPO.		
Cotton piece goods:		
Gray shirtings.....pieces.	137,880	13,402
White shirtings.....do.	4,624	3,897
T-cloths.....do.	6,917	21,361
And other descriptions.....total value.	521,374	204,969
Woollen goods:		
Camlets.....pieces.	1,913	1,249
Habit, broad and medium cloth, and Spanish stripes.....do.	2,790	3,337
Lastings.....do.	373	1,435
Long ells.....do.	1,987	1,240
Lustres, plain and figured.....do.	6,647	8,830
And other descriptions.....total value.	144,020	103,769
Opium.....piculs.	4,487	2,183,984
Tin.....do.	22,477	307,183
Rice.....do.	154,643	277,596
Sugar, brown, white and candy.....do.	158,082	752,710
Hemp.....do.	6,541	65,413
Wood oil.....do.	17,818	178,187
Lung-ngans.....do.	17,141	171,442
Silk piece goods.....do.	59	35,652
And sundries.....value.		1,771,490
Total.....taels.	6,409,051	6,484,599

Analysis of Chinese commerce, &c.—Continued.

Imports.		1866.		1865.	
HANKOW.			Taels.		Taels.
Cotton piece goods:					
Gray shirtings	pieces.	556,815		379,366	
White shirtings	do.	61,075		60,999	
T-cloths	do.	70,208		62,191	
And other descriptions	total value.		3,533,649		2,424,981
Woollen goods:					
Camlets	pieces.	42,610		34,869	
Habit, broad and medium cloth and Spanish stripes	do.	31,425		31,143	
Lastings	do.	15,216		12,563	
Long ells	do.	102,715		111,376	
Lustres, figured and plain	do.	51,506		30,166	
And other descriptions	total value.		3,213,016		2,874,363
Opium	piculs.	4,112	2,697,616	3,485	1,868,086
Copper cash	do.		734,080		1,190,614
Silk piece goods	do.	1,544	1,081,003	1,354	956,343
Sugar, brown, white and candy	do.	205,115	1,124,559	137,994	739,220
Pepper, black and white	do.	33,422	234,091	26,899	188,463
Seaweed	do.	101,106	366,984	64,465	230,160
Cattle and salt fish	do.	19,547	140,977	23,646	164,757
Lead	do.	33,281	232,968	8,722	61,056
Quicksilver	do.	1,698	116,195	1,316	96,735
Raw cotton	do.	86,232	1,509,070	3,504	60,582
Medicine	do.	18,242	182,424	17,986	174,169
Fans, of all descriptions	pieces.	1,050,492	56,537	605,567	26,494
Sandal wood	piculs.	61,414	552,732	13,031	113,830
Sapan wood	do.	27,762	145,751	19,108	100,066
And sundries	value.		1,122,626		928,004
Total	taels.		17,044,278		12,197,923
KIUKIANG.					
Cotton piece goods:					
Shirtings, gray	pieces.	80,140		59,181	
Shirtings, white	do.	5,922		6,729	
T-cloths	do.	19,705		34,614	
And other descriptions	total value.		348,117		400,118
Woollen goods:					
Camlets	pieces.	5,816		4,231	
Habit, broad and medium cloth and Spanish stripes	do.	8,588		9,891	
Lastings	do.	1,742		1,985	
Long ells	do.	16,043		16,544	
Lustres, figured and plain	do.	6,658		7,915	
And other descriptions	total value.		367,686		395,419
Opium	piculs.	2,446	1,561,813	2,490	1,566,985
Copper cash	value.		76,257		52,434
Sugar, brown, white and candy	piculs.	74,320	413,191	60,610	328,779
Seaweed	do.	34,045	138,476	33,563	133,293
Silk piece goods	do.	281	225,120	316	158,000
Cattle fish, dried and salt	do.	10,268	116,726	15,514	171,385
And sundries	value.		705,232		278,494
Total	taels.		3,952,618		3,484,907
CHINKIANG.					
Cotton piece goods:					
Shirtings, gray	pieces.	14,384		9,980	
Shirtings, white	do.	1,466		4,457	
T-cloths	do.	1,539		2,477	
And other descriptions	total value.		61,975		74,766
Woollen goods:					
Camlets	pieces.	1,195		197	
Habit, broad and medium cloth and Spanish stripes	do.	911		392	
Lastings	do.	108			
Long ells	do.	517		70	
Lustres, figured and plain	do.	1,771		885	
And other descriptions	total value.		63,448		18,931
Opium	piculs.	5,041	3,165,589	4,910	3,041,226
Sugar, brown, white and candy	do.	72,899	457,917	45,005	279,392
Charcoal	do.	1,760	1,760	25,569	25,571
Fungus	do.	693	28,351	872	41,981
Hemp	do.	10,566	123,319	9,633	77,068
Grass cloth	do.	1,077	98,266	1,056	115,248
Oil, wood and pea	do.	95,585	950,269	76,283	1,144,249
Paper	do.	1,714	15,028	3,808	29,026
Safflower	do.	242	41,675	327	29,428
Silk, raw	do.	48	9,958	210	72,948
Tallow, vegetable	do.	13,837	163,230	19,446	272,240
Timber	value.		197,064		638,638
Tobacco	piculs.	9,823	194,084	13,494	190,225
Wood, sandal	do.	8,331	33,929	7,291	63,051
And sundries	taels.		274,069		245,493
Total	taels.		5,879,931		6,364,481

Analysis of Chinese commerce, &c.—Continued.

Imports.	1866.		1865.	
CHEFOO.		Taels.		Taels.
Cotton piece goods:				
Shirtings, gray.....pieces.	140,477		154,610	
Shirtings, white.....do.	10,053		19,863	
T-cloths.....do.	19,891		30,860	
And other descriptions.....total value.		800,223		901,955
Woollen goods:				
Camlets and imitations.....pieces.	1,056		1,002	
Habit, medium and broad cloth and Spanish stripes.do.	835		3,537	
Lastings and imitations.....do.	370		519	
Long ells.....do.	1,620		777	
Lustres, figured and plain.....do.	7,854		13,290	
And other descriptions.....total value.		102,493		169,865
Opium.....piculs.	4,022	2,675,020	2,683	1,621,391
Sugar, brown, white and candy.....do.	252,650	1,062,594	183,723	832,487
Needles.....millions.	95,921	14,283	34,216	12,246
Seaweed.....piculs.	94,084	187,750	41,424	103,557
Sapan wood.....do.	33,872	60,971	21,755	39,158
Paper.....do.	46,118	319,609	27,496	180,598
Silk piece goods.....do.	610	417,837	317	247,127
And sundries.....value.		700,723		545,649
Total.....taels.		6,341,503		4,654,024
TIENTSIN.				
Cotton piece goods:				
Shirtings, gray.....pieces.	876,912		518,225	
Shirtings, white.....do.	176,315		124,957	
T-cloths.....do.	98,242		88,744	
And other descriptions.....total value.		4,379,888		2,813,418
Woollen goods:				
Camlets and imitations.....pieces.	13,573		12,351	
Habit, broad and medium cloth and Spanish stripes.do.	5,761		6,753	
Lastings and crape lastings.....do.	11,574		13,109	
Long ells.....do.	2,840		580	
Lustres, figured and plain.....do.	57,011		37,643	
And other descriptions.....total value.		878,806		691,801
Opium.....piculs.	9,183	5,783,492	5,557	3,359,796
Lead.....do.	5,172	25,867	12,191	85,784
Needles.....millions.	294	67,450	322	113,029
Tobacco, prepared.....piculs.	8,218	160,938	5,652	141,313
Sugar, brown, white and candy.....do.	211,213	1,572,488	156,932	776,722
Seaweed.....do.	38,286	153,150	28,137	92,550
Tea, black, green, brick and dust.....do.	15,288	194,378	20,706	287,656
Brass buttons.....do.	2,077	166,165	1,589	111,245
Paper.....do.	48,790	542,247	25,836	315,134
Nankeens.....do.	3,637	127,321	3,015	180,906
And sundries.....value.		2,612,896		2,941,802
Total.....taels.		16,665,086		11,911,156
NEWCHWANG.				
Cotton goods:				
Shirtings, gray.....pieces.	30,450		30,230	
Shirtings, white.....do.	4,450		9,600	
T-cloths.....do.	2,650		12,308	
And other descriptions.....total value.		153,789		156,507
Woollen goods:				
Camlets.....pieces.	300			
Habit, broad and medium cloth and Spanish stripes.do.	204		708	
Lastings.....do.	645		645	
Long ells.....do.				
Lustres, figured and plain.....do.	1,405		3,414	
And other descriptions.....total value.		34,552		58,980
Opium.....piculs.	2,671	1,708,310	1,518	897,582
Sugar, white, brown and candy.....do.	36,169	181,071	45,492	244,483
Iron, nail-rod and bar.....do.	19,384	53,395	14,807	46,262
Window glass.....boxes.	1,630	4,075	3,607	9,018
And sundries.....value.		211,575		273,044
Total.....taels.		2,346,767		1,686,176

The following is a table showing the principal foreign and native imports imported at all the treaty ports, and the total quantity imported into China, Hong Kong not included. The quantities put down for Shanghai are minus the re-exports. The values are not put down, as the ports south of Shanghai keep their accounts in dollars and the other ports in taels.

Summary of the principal articles of imports imported at all the treaty ports in 1866.

Imports.	Shanghai.	Canton.	Swatow.	Amoy.	Foochow.	Ningpo.	Hankow.	Kinkiang.	Chinkiang.	Chefoo.	Tientsin.	Newchwang.	Formosa.		Total.
													Takao.	Tamsui.	
Shirtings, gray	75,652	78,452	51,168	53,315	59,000	137,880	556,815	89,140	14,384	140,477	876,912	30,450	8,755	9,202	2,182,602
Shirtings, white	36,382	47,160	13,772	16,549	7,619	4,624	7,075	5,962	1,466	10,053	176,315	4,450	409	953	386,740
T-cloths	109,240	37,591	21,989	12,930	26,506	6,917	70,208	19,705	1,538	19,891	98,242	2,650	.....	203	427,611
Spots and brocades, white	11,196	15,722	48	378	915	120	5,720	350	52	11,448	37,115	617	.....	80	66,946
Spots and brocades, dyed	54,794	5,830	4,380	5,263	1,817	2,966	58,931	1,050	230	13,016	60,405	3,257	1,447	.....	166,137
Gray drills, American	9,352	2,065	4,360	2,663	1,817	2,966	58,931	1,242	230	5,680	57,570	3,257	410	200	157,138
Turkey red cloths	11,188	2,306	2,306	4,459	5,918	450	1,578	900	590	7,595	97,942	3,600	.....	230	133,681
Cambels	52,839	2,763	2,710	1,125	4,713	2,790	31,425	8,588	911	1,036	13,573	300	712	211	133,063
Habit, medium, and broad cloths	5,595	2,763	2,710	1,125	4,713	2,790	31,425	8,588	911	835	5,761	204	160	205	8,358
Spanish stripes	17,695	5,988	1,710	1,616	3,232	1,987	102,715	16,043	517	1,620	2,840	.....	883	514	161,430
Long ells	33,244	5,589	.....	602	2,199	6,647	51,506	6,658	1,771	7,854	57,011	1,405	100	624	167,424
Lastres and Orleans, plain and figured do.	24,438	1,819	1,819	13	3,614	3,372	3,751	2,415	4,767	3,799	7,514	2,512	.....	2	36,434
Opium, Malwa	8,863	1,755	2,648	661	2,210	932	228	25	228	152	773	148	76	47	18,756
Opium, Patna	8,878	614	4,842	1,435	1,852	133	6	.....	47	91	875	11	1,355	1,063	11,538
Benares and sorts	46,898	2,165	4,911	2,234	3,664	15,508	12,732	.....	5,218	10,648	5	19,384	55	.....	123,412
Iron, nail-rod and bar .....	.....	24,982	1,077	7,580	55,322	2,939	33,281	11,838	.....	3,430	5,173	304	245	229	146,390
Lead .....	.....	941	1	370	25	48	1,608	56	.....	16	84	.....	.....	.....	3,152
Quicksilver .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	350	.....	.....	(1)	(1)	518,608
Rice	529,109	61,680	24,029	227,436	40,920	154,643	250	74,320	72,893	252,650	211,213	36,160	(1)	(1)	1,556,897
Sugar, brown and white .....	.....	(1)	211	91	17,340	158,082	205,115	34,045	102	94,084	38,286	268	21	.....	272,936
Seaweed .....	.....	.....	423	2,673	1,042	3,670	101,106	416	.....	4,838	1,541	60	.....	.....	142,216
Coals	131,385	160	2,177	2,777	805	3,491	33,422	8,229	216	4,838	1,541	500	157	38	56,054
Pepper, black and white	343	.....	2,937	7,331	1,315	22,479	2,198	2,568	.....	368	864	140	.....	.....	42,735
Tin	2,532	43	1,750	9,432	1,500	1,592	2,087	184	103	1,258	11,649	1,630	.....	104	31,837
Window glass	6,560	1,257	143	369	2,480	2,288	61,414	3,570	8,331	94	320	359	136	.....	87,321
Sandal wood	1,594	87	1,326	4,203	302	3,443	27,762	1,160	306	33,872	16,846	966	.....	.....	91,867
Sapan wood .....	.....	.....	68,863	63,319	10,626	3,443	86,232	20,072	(5)	.....	.....	.....	.....	.....	469,550
Cotton	5,380	217,998	255,917	243,121	91,256	15,617	54	.....	.....	(1)	(1)	(1)	2,244	190	629,714
Beans and peas .....	.....	17,808	.....	.....	.....	.....	.....	.....	.....	(1)	(1)	(1)	178	383	439,714
Bean cake	3,250	1,292,120	256,906	.....	53,001	34,814	.....	.....	.....	(1)	(1)	(1)	.....	.....	1,640,091

* Shanghai is minus re-exports.

† More re-exported than imported.

‡ Export.

§ Export—oil.

EXPORTS.

Taels.

The total estimated value of native produce exported to foreign countries and coastwise during the year 1865, exclusive of treasure, amounted to 104,165,451
 Ditto in 1866, exclusive of treasure, amounted to 102,923,034

Divided as below :

To—	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
Great Britain, British possessions and colonies.....	46,639,881	50,161,697
Japan.....	742,235	270,743
United States	6,316,130	5,864,823
Sundry countries	2,463,561	3,757,834
Chinese ports.....	46,761,227	44,110,354
Total.	102,923,034	104,165,451
Exports of treasure	43,777,755	41,052,096

From the exports the re-exports have to be deducted—if not deducted from the imports—to arrive at the true value of the export trade, which is particularly the case with Shanghai, being partly a depot for Japan, Ningpo, Yangtze ports, and northern ports.

Comparative table of exports during the years 1865 and 1866.

Exported from—	To Great Britain, and colonies.	To Japan.	To United States of America.	To sundry coun- tries.	To other open Chi- nese ports.	Total value of ex- ports, 1866.	Treasure exported, 1866.	Total of exports, inclusive of treas- ure, 1866.	Total of exports, inclusive of treas- ure, 1865.
Shanghai	Taels. 19,966,489	Taels. 610,596	Taels. 3,280,928	Taels. 1,457,637	Taels. 6,446,592	Taels. 31,773,362	Taels. 14,685,032	Taels. 46,438,294	Taels. 53,560,778
Canton	9,867,863	.....	1,066,063	154,810	3,035,732	14,124,468	3,249,027	17,373,495	15,781,535
Swatow	127,411	61,064	.....	16,284	3,458,798	3,663,557	3,593,877	7,257,434	6,700,923
Amoy	402,305	.....	788,079	476,339	1,325,760	2,992,383	2,476,715	5,469,098	5,537,914
Foochow	11,767,934	.....	1,172,060	353,422	1,293,919	14,587,335	1,249,824	15,837,159	16,636,154
Takao and Taiwanfoo .....	.....	.....	.....	.....	869,084	869,084	369,041	1,178,125	.....
Tamsui	109,526	.....	.....	265	143,023	252,814	.....	252,814	1,290,762
Ningpo	340,181	604	.....	210	6,094,815	6,435,810	3,274,118	9,709,928	8,108,663
Hankow	2,730,926	.....	.....	.....	11,476,554	14,207,480	4,471,641	18,679,121	15,888,181
Kiukiang	63,419	.....	.....	.....	6,109,783	6,170,902	80,000	6,250,202	7,603,764
Chinkiang .....	.....	.....	.....	.....	592,861	592,861	2,136,398	2,749,239	2,926,398
Chefoo	710,659	59,124	.....	4,674	1,871,419	2,645,866	2,056,294	4,702,180	3,736,382
Tientsin	1,689	10,847	.....	.....	2,675,426	2,687,962	6,175,788	8,863,750	5,362,510
Nowehwang	554,469	.....	.....	.....	1,365,461	1,919,930	.....	1,919,939	2,167,314
Total taels.	46,638,881	742,235	6,316,130	2,463,561	46,761,227	102,923,034	43,777,755	146,700,789	145,303,277

The following tables are an extract of the principal exports of the different ports open to foreign trade, which will give an idea of the principal export staple articles of trade of each port :

Exports.	1866.		1865.	
SHANGHAI.				
		<i>Taels.</i>		<i>Taels.</i>
Silk, raw	21,929	10,934,750	32,490	13,636,477
Tea	499,471	13,630,113	471,391	14,453,940
Cotton	213,324	3,334,920	269,216	3,903,632
Nankeens	49,790	2,205,026	46,186	2,030,875
Rhubarb	4,098	154,641	4,144	69,687
Nutgalls	5,661	48,589	1,868	16,555
Musk	12,13	56,441	4,90	35,364
Straw braid	1,306	32,424	1,185	29,642
And sundries	value.	1,376,358	.....	3,086,004
Total	taels.	31,773,262	.....	37,262,176
CANTON.				
		<i>Dollars.</i>		<i>Dollars.</i>
Tea, black, green, and dust	89,733	2,952,436	109,742	4,037,462
Silk, raw and wild	14,939	5,670,701	13,797	4,891,055
Silken goods	4,684	3,702,720	4,061	3,209,047
Rhubarb .....	.....	.....	319	25,566
Sugar, brown, white, and candy	131,572	891,663	99,390	637,669
Brass ware	6,739	474,849	6,995	478,586
Cassia	23,959	455,113	23,512	398,776
Matting	89,908	539,421	59,730	313,581
Fire crackers	24,473	244,747	20,304	203,044
Lead, white	2,982	23,554	6,096	63,851
Vermilion	219	14,681	822	52,608
Total	dollars	14,969,285	.....	14,311,245
	<i>Taels.</i>	11,226,964	.....	10,733,434
And sundries	value in taels.	2,897,504	.....	2,807,485
Total	taels.	14,124,468	.....	13,540,919
SWATOW.				
Sugar, brown and white	744,265	4,074,879	529,487	3,340,366
China ware	17,747	88,825	13,905	69,525
Fans	365,401	7,419	478,614	89,722
Grass cloth	2,414	84,980	1,767	98,825
Paper	27,502	180,603	14,921	49,064
Shoes	17,238	17,238	48,245	48,245
Tobacco	6,678	173,026	7,920	237,600
Total	dollars	4,626,970	.....	3,933,347
	<i>Taels.</i>	3,470,228	.....	2,753,342
And sundries	value in taels.	193,329	.....	208,543
Total	taels.	3,663,557	.....	2,961,885
AMOY.				
Tea, black and green	59,340	1,508,349	43,748	866,571
Sugar, brown, white, and candy	97,336	1,018,771	51,317	427,932
China ware	25,221	266,152	26,404	290,206
Paper	21,749	228,207	24,808	200,591
Iron ware	3,954	31,537	3,561	26,503
Kittysols, (paper umbrellas)	377,118	37,710	345,848	34,585
Hemp bags	713,410	58,004	629,919	53,641
Lung-ngans	6,808	85,682	3,865	50,949
Nankeens	1,817	73,080	2,016	120,960
Tobacco, prepared	5,251	157,586	2,747	82,410
Total	dollars.	3,465,078	.....	2,154,348
	<i>Taels.</i>	2,598,809	.....	1,615,761
And sundries	value in taels.	393,574	.....	408,705
Total	taels.	2,992,383	.....	2,024,466

Table of exports of the different ports open to foreign trade, &c.—Cont'd.

Exports.		1866.		1865.	
FOOCHOW.			Dollars.		Dollars.
Tea	piculs.	470, 072	17, 839, 567	518, 961	19, 717, 882
Paper	do.	63, 417	810, 567	55, 684	746, 636
Lung-ngans	do.	11, 240	112, 406	7, 331	146, 642
Timber	value.		197, 919		198, 066
Total			18, 960, 459		20, 809, 226
	Taels.		14, 220, 344		15, 606, 920
And sundries	value in taels.		366, 991		383, 068
Total	taels.		14, 587, 335		15, 989, 988
TAKOW AND TAIWAN-FOO, FORMOSA.					
Bags, gunny and hemp	pieces.	700	63	35, 000	6, 660
Ground nuts	piculs.	5, 478	15, 623	6, 744	25, 144
Ground nut cakes	do.	21, 609	18, 193	12, 056	15, 671
Hemp	do.	627	8, 930	1, 849	19, 680
Lung-ngans	do.	1, 671	10, 497	5, 059	42, 443
Rice	do.	29, 351	65, 377	57, 151	154, 719
Salt	do.	3, 000	1, 200	12, 500	18, 750
Sesamum seeds	do.	15, 618	52, 377	5, 723	23, 052
Sesamum seed cakes	do.	877	1, 075	4, 545	6, 145
Sugar, brown and white	do.	210, 177	936, 090	145, 891	726, 019
Turmeric	do.	6, 177	24, 289	4, 101	15, 390
Total			1, 133, 714		1, 053, 673
	Taels.		850, 586		790, 255
And sundries	value in taels.		18, 498		14, 684
Total	taels.		869, 084		804, 939
TAMSUI AND KEELUNG, FORMOSA.					
Camphor	piculs.	8, 447	126, 723	7, 785	101, 213
Coal, native	do.	300, 505	36, 059	120, 323	9, 727
Indigo, liquid	do.	881	3, 526	3, 194	14, 376
Rice	do.	23, 740	47, 480	44, 300	155, 050
Sugar, brown and white	do.	14, 911	67, 362	4, 896	22, 789
Alum	do.	52	104	2, 448	4, 898
Hemp	do.	1, 741	20, 906	724	8, 698
Gunny bags	pieces.	60, 400	3, 326	61, 110	3, 055
Total			305, 486		319, 806
	Taels.		229, 115		239, 855
And sundries	value in taels.		23, 699		13, 937
Total	taels.		252, 814		253, 792
NINGPO.			Taels.		Taels.
Tea	piculs.	103, 737	4, 149, 492	70, 662	2, 331, 853
Silk, raw	do.	1, 039	436, 498	1, 914	622, 050
Cotton	do.	33, 726	607, 084	33, 567	657, 929
Copper cash	value.		272, 154		277, 049
Dried cuttle fish	piculs.	22, 427	157, 177	37, 641	210, 799
And sundries	value.				985, 584
Total			6, 435, 810		5, 085, 255
HANKOW.					
Silk, raw and refuse	piculs.	640	147, 895	1, 802	502, 953
Tea	do.	321, 479	8, 106, 529	267, 366	6, 080, 484
Cotton	do.			2	22
Hemp	do.	30, 499	333, 790	38, 463	362, 211
Wood oil	do.	181, 148	1, 627, 011	172, 052	1, 981, 526
Paper	do.	18, 324	96, 290	35, 381	190, 405
Medicine	do.	30, 952	212, 445	32, 231	194, 165
Tallow, vegetable	do.	37, 453	416, 941	45, 542	604, 870
Wax, bees'	do.	3, 081	387, 477	3, 210	218, 124
Timber	value.		31, 055		160, 375
Tobacco	piculs.	57, 965	993, 556	67, 471	1, 182, 252
Varnish	do.	4, 018	115, 639	3, 798	103, 792
And sundries	do.		1, 738, 852		1, 104, 052
Total			14, 207, 480		12, 685, 231

Table of exports of the different ports open to foreign trade, &c.—Cont'd.

Exports.	1866.		1865.	
KIUKIANG.				
Tea.....piculs.	180,038	<i>Taels.</i> 5,508,474	204,413	<i>Taels.</i> 5,728,447
Paper.....do..	54,817	231,729	42,884	157,173
China ware.....do..	18,150	82,688	32,281	128,637
Tobacco.....do..	7,984	40,295	19,266	86,538
And sundries.....value.		387,016		173,135
Total.....		6,250,202		6,273,930
CHINKIANG.				
Copper cash.....piculs.	34,537	345,370	70,671	777,381
Silk piece goods.....do..	376	206,447	245	134,988
Silk, raw.....do..	12	5,672	5	2,510
Cotton, raw.....do..	975	14,105	499	6,994
Rice.....do..			2,758	6,068
Medicine.....do..	396	2,328	308	3,706
And sundries.....value.		18,939		20,500
Total.....		592,861		952,147
CHEFOO.				
Cotton.....piculs.	34,301	477,228	19,141	315,829
Beans and peas.....do..	550,107	715,140	470,471	705,704
Bean cakes.....do..	754,963	663,933	756,055	755,991
Vernicelli.....do..	44,820	224,105	31,377	156,880
Pea oil.....do..	7,387	32,509	25,379	126,897
Wheat.....do..	8,020	12,030	59,538	107,168
Medicine.....do..	9,766	57,540	6,195	41,294
Straw braid.....do..	1,459	26,279	607	1,093
And sundries.....do..				318,150
Total.....		2,645,886		2,529,006
TIENTSIN.				
Cotton.....piculs.	136,177	1,770,313	63,758	728,865
Medicine.....do..	35,461	150,928	29,203	128,942
Tobacco, prepared.....do..	3,826	76,531	6,377	159,466
Felt caps.....pieces.	133,521	53,408	89,474	35,789
Deer horns, young.....pairs.	3,004	72,096	3,160	79,013
Peas and beans.....piculs.	41,060	61,590	12,127	24,257
Dates, red and black.....do..	36,802	53,344	14,657	36,244
And sundries.....value.		449,752		1,336,430
Total.....		2,687,962		2,529,006
NEWCHWANG.				
Rice.....piculs.			37,728	75,456
Bean cakes.....pieces	1,753,733	666,418	1,787,971	804,586
Beans and peas.....piculs.	746,732	897,081	901,320	1,081,050
Bean oil.....do..	3,998	18,394	11,040	72,759
Barley.....do..	3,729	5,593	3,418	10,254
Millet.....do..	27,888	16,733	34,078	27,262
Cotton.....do..			309	4,333
Ginseng.....do..	154	28,378	84	15,188
Samshoo.....do..	5,108	12,774	2,667	10,672
Melon seeds.....do..	6,476	19,431	2,442	7,332
And sundries.....do..		255,128		58,422
Total.....		1,919,930		2,167,314

Against the value of exports to foreign countries at Shanghai, amounting to 46,639,881 taels, have to be set off the re-exports, as follows:

Countries.	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
For Great Britain, British possessions and colonies	10,602,558	11,455,037
For Japan	258,370	213,822
For United States of America	3,247,561	3,576,894
For sundry countries	147,304	190,042
Total	14,255,793	15,435,795

The above consists mostly of tea, silk, cotton, rhubarb, &c., from the Yangtze ports and Ningpo.

Against the value of imports of foreign goods at Shanghai have to be set off, to arrive at the true import trade or capacity of consumption of the place, re-exports, as follows:

Countries.	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
For Great Britain, British possessions and colonies	506,682	522,590
For Japan	1,643,487	1,915,398
For United States of America	83,739	110,159
For sundry countries	20,571	613,665
For other Chinese ports	33,295,050	24,991,620
Total	35,549,529	28,153,432

The above re-exports of foreign goods to United States of America, Great Britain, and sundry countries consist mostly of Japan produce, and the re-exports to Japan and other Chinese ports of foreign imports are, for the most part, of British origin and from sundry countries.

The following is a table showing the principal native exports from all the treaty ports. The values are not put down, as the ports south of Shanghai keep their accounts in dollars, and the other ports in taels.

Summary of the principal articles of export, exported at all the treaty ports in 1866.

	* Shanghai.	Canton.	Swatow.	Amoy.	Foochow.	Takao and Taiwan-foo.	Tamsui and Keelung.	Ningpo.	Chinkiang.	Kinkiang.	Hankow.	Chefoo.	Tientsin.	Newchwang.	Total.
Raw silk.....	20,223	9,258	25	59,340	461,292	.....	1,356	1,039	12	100,733	519	10	.....	.....	31,061
Tea, black.....	74,845	74,845	.....	.....	2,958	.....	13	102,953	.....	79,118	321,479	.....	.....	.....	1,019,736
Tea, green.....	4,843	9,285	.....	Import.	.....	.....	.....	.....	.....	.....	Import.	.....	.....	.....	199,137
Cotton, raw.....	181,276	Import.	.....	1,817	.....	.....	.....	1,039	975	Import.	2,800	34,301	136,177	.....	353,781
Nankeens.....	46,244	139	37	.....	.....	1	.....	33,726	14	.....	.....	.....	.....	.....	84,768
Sugar, brown, white, and candy.....	.....	131,574	744,265	97,336	180	210,177	14,911	Import.	.....	Import.	Import.	.....	.....	.....	1,198,443
Beans and peas.....	.....	.....	1,517	.....	Import.	2,286	.....	.....	.....	.....	.....	550,107	41,060	746,732	1,341,702
Bean cakes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	754,963	.....	1,753,733	2,508,696
Rice.....	.....	.....	.....	4,986	.....	29,351	23,740	.....	.....	.....	183,921	.....	.....	.....	58,077
Coals.....	.....	.....	.....	Import.	.....	.....	300,505	.....	.....	.....	.....	.....	.....	.....	484,426
Rhinbarb.....	.....	356	.....	121	42	.....	.....	5	2	.....	2,945	9	324	.....	3,774
Hemp.....	.....	.....	1,800	173	.....	627	1,741	Import.	31	15,437	30,499	.....	.....	.....	54,879
Wood oil.....	.....	71	.....	.....	56	.....	.....	.....	Import.	.....	181,148	.....	.....	.....	181,275
China ware.....	.....	2,480	17,747	25,221	170	.....	.....	.....	.....	18,150	.....	.....	.....	.....	63,768
Medicines.....	3,926	3,969	973	1,720	1,426	30	10	23,836	396	74	30,952	9,766	35,461	2,430	116,949
Paper.....	1,507	9,588	27,512	21,749	63,417	.....	.....	833	337	54,817	18,324	53	.....	.....	198,087
Tobacco.....	.....	8,353	6,698	5,251	1,390	.....	.....	2,947	96	7,984	57,965	961	3,826	.....	95,758
Fish, dried, salt, and cuttle.....	3,927	9	404	Import.	.....	.....	47	22,427	25	Import.	.....	4,273	34	451	31,600
Grass cloth.....	1,021	1,273	2,414	242	36	.....	.....	Import.	.....	3,176	4,048	Import.	.....	.....	12,210
Fire crackers.....	79	24,473	208	533	.....	.....	8,447	47	.....	82	4,294	.....	.....	.....	29,776
Camphor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* The quantities put down for Shanghai are minus the imports from other ports.

† More imported than exported.

Comparative table of re-exports during the years 1866 and 1865.

Re-exported.	To Great Britain, British possessions, and colonies.	To Japan.	To United States of America.	To sundry countries.	To other open Chinese ports.	Total of foreign goods and native produce re-exported.	Grand total of re-exports, 1866.	Grand total of re-exports, 1865.
Shanghai.....	506,682 10,602,358	1,643,487 258,370	83,739 3,247,361	20,571 147,304	33,205,050 6,941,397	35,549,529 21,197,190	56,746,719	48,356,215
Foreign goods								
Native produce								
Canton.....	27,418 32,544		22,487	9,214	76,251 18,608	103,689 82,853	186,522	222,177
Foreign goods								
Native produce								
Swatow.....	1,186				136,158 2,653	137,344 2,653	129,997	215,541
Foreign goods								
Native produce								
Amoy.....	22,248 9,500		19,636	3,655 1,630	840,019 41,777	865,922 72,543	938,465	919,229
Foreign goods								
Native produce								
Foochow.....	20,041 96,080		8,808		186,378 10,658	206,419 113,546	321,965	216,272
Foreign goods								
Native produce								
Takao.....	199 38					199 4,436	4,625	34,052
Foreign goods								
Native produce								
Tamsui.....	1,235				3,951 713	5,186 713	5,899	
Foreign goods								
Native produce								
Ningpo.....	1,714 2,731	782			176,669 73,290	178,383 76,803	255,186	294,966
Foreign goods								
Native produce								
Hankow.....	34,300				235,546 36,594	235,546 70,794	306,340	383,675
Foreign goods								
Native produce								
Kinkiang.....					150,754 13,099	150,754 13,099	163,853	233,296
Foreign goods								
Native produce								
Chinkiang.....					14,604 18,489	14,604 18,489	33,093	51,806
Foreign goods								
Native produce								
Chefoo.....	4,068 175	8,910 5,234		10,369 2,178	249,281 89,046	272,628 96,633	369,261	132,634
Foreign goods								
Native produce								
Tientsin.....	6,092	196		3,550 357	62,484 8,950	72,322 9,307	81,629	58,719
Foreign goods								
Native produce								
Newchwang.....	1,747				18,705 1,908	20,452 1,908	22,360	24,917
Foreign goods								
Native produce								
Total.....	11,370,456	1,916,979	3,382,231	198,828	42,697,420		59,565,914	51,143,499

The foregoing table suggests the following comparison of the import, export trade, and re-exports, between the different countries during the years 1864, 1865, and 1866, which will show at a glance the increase or decrease of the respective trade of each country.

	Great Britain, British pos- sessions, and colonies.	Japan.	United States of America.	Sundry coun- tries.	Chinese open ports.	Total.
	<i>Taels.</i>	<i>Taels.</i>	<i>Taels.</i>	<i>Taels.</i>	<i>Taels.</i>	<i>Taels.</i>
Imports in 1864 from.....	51,126,615	1,832,205	450,678	3,564,235	76,748,025	133,721,758
1865	57,735,771	2,454,109	482,593	2,620,987	79,809,253	143,102,713
1866	71,757,249	2,932,568	289,832	1,951,132	95,531,355	172,462,136
Exports in 1864 to	49,657,156	344,947	4,482,859	2,142,788	44,766,105	101,393,855
1865	50,161,697	270,743	5,864,823	3,757,834	44,110,354	104,165,451
1866	46,639,881	742,235	6,316,130	2,463,561	46,761,227	102,923,034
Re-exports 1864 to	16,351,657	3,051,458	2,935,452	363,023	21,636,129	44,337,719
1865	12,288,580	2,142,976	3,703,811	815,452	32,192,680	51,143,499
1866	11,370,456	1,916,979	3,382,231	198,828	42,697,420	59,565,914

The preceding tables will show the amount of trade with the different countries, as follows:

British trade at Shanghai in 1866, compared with the previous year.

	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
Imports of British origin.....	43,525,034	34,866,169
Exports to Great Britain and colonies	19,966,489	23,206,396
Total.....	63,491,523	58,072,565

British trade at all the treaty ports of China.

	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
Imports of British origin	71,757,249	57,735,771
Exports to Great Britain and colonies.....	46,639,881	50,161,697
Total.....	118,397,130	107,897,468

The trade between Japan and the treaty ports of China.

	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
Imports from Japan.....	2,932,568	2,454,109
Re-exports from Chinese ports to Japan.....	1,916,979	2,142,976
Exports to Japan.....	742,235	270,743
Total.....	5,591,782	4,867,828

To show the total amount of trade between China and Japan it is necessary to put down the re-exports, which are chiefly foreign imports from Great Britain and other countries.

The American trade at all the treaty ports of China.

	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
Imports of American origin	289 832	482,593
Exports to United States of America	6,316,130	5,864,823
Total	6,605,962	6,347,416

The trade between sundry countries and all the treaty ports of China.

	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
Imports from sundry countries	1,951,132	2,620,987
Exports to sundry countries	2,463,561	3,757,834
Total	4,414,693	6,378,821

The trade coastwise in foreign bottoms of all the treaty ports inter se.

	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
Imports from and at all the treaty ports	95,531,355	79,809,253
Re-exports from and to all treaty ports	42,697,420	32,192,680
Exports from and to all treaty ports	46,761,227	44,110,354
Total	184,990,002	156,112,287

The amount of re-exports of the Chinese ports not being included in the amount of the exports, and not having left the country, are put down to show the total amount of the Chinese trade coastwise.

The whole foreign trade in China.

	1866.	1865.
	<i>Taels.</i>	<i>Taels.</i>
Imports from foreign countries	76,930,781	63,293,460
Exports to foreign countries	56,161,807	60,055,097
Re-exports to foreign countries	1,916,979	2,142,976
Total	135,009,567	125,491,533

Estimated amount of treasure imported and exported at the open ports during 1866.

Treasure.	Taels.
Imported	40,332,530
Exported	43,777,755

At Hong Kong during 1866, (from the China Overland Trade Report.)

Treasure.	Gold.	Silver.	Dollars.	Total.
Imported	\$7,738,000	\$11,734,000	\$14,330,000	\$33,702,000
Exported	10,788,000	11,132,000	23,700,000	45,620,000

Duties collected at the ports open to foreign flags in 1866 and 1865.

Ports.	Import.	Export.	Tonnage dues.	Coast trade duty.	Total, 1866.	Total, 1865.
	<i>Taels. m. c. c.</i>	<i>Taels. m. c. c.</i>	<i>Taels. m. c. c.</i>	<i>Taels. m. c. c.</i>	<i>Taels. m. c. c.</i>	<i>Taels. m. c. c.</i>
Shanghai	1,506,275 0 9 5	418,000 4 9 6	96,240 7 1 6	130,013 5 3 0	2,140,529 8 3 7	2,083,874 4 0 8
Canton	316,464 1 5 0	542,783 6 3 4	21,322 5 0 0	8,908 8 2 1	889,479 1 0 5	843,892 4 0 0
Swatow	211,801 6 6 8	155,403 3 5 7	14,252 4 0 0	50,293 2 5 2	431,750 6 7 7	346,064 1 6 2
Amoy	252,250 1 0 1	224,204 1 4 1	21,698 6 0 0	34,996 5 6 6	533,149 4 0 8	471,978 2 9 6
Foochow	241,897 6 5 1	1,242,133 6 9 5	16,858 0 0 0	37,550 2 7 9	1,538,439 6 2 5	1,638,032 7 0 1
Taiwan-foo and Takao	10,165 2 8 9	34,135 4 1 4	1,375 7 0 0	5,627 8 7 7	51,364 2 8 0	94,270 0 8 0
Tamsui	23,377 3 0 8	28,205 2 0 8	1,809 0 0 0	1,431 4 5 0	54,822 9 6 6	383,725 0 0 0
Ningpo	74,192 0 0 0	311,990 0 0 0	6,089 0 0 0	33,682 0 0 0	425,953 0 0 0	943,436 8 1 6
Hankow	2,362 2 2 7	915,854 8 8 1	3,090 0 0 0	88,867 6 8 6	1,010,174 7 9 4	614,369 1 7 5
Kiukiang	151 2 7 0	490,177 2 0 9	2,230 8 0 0	25,251 3 2 9	517,810 6 0 8	20,337 9 1 4
Chinkiang	172,728 7 6 3	6,762 3 6 7	3,629 0 0 0	5,072 2 8 3	15,463 6 5 0	322,974 0 8 9
Chefoo	369,165 6 2 8	103,826 0 6 8	14,143 3 0 0	32,275 9 5 8	541,335 6 3 7	243,514 1 8 2
Tientsin	85,021 2 6 2	86,528 7 8 3	7,314 1 0 0	78,327 1 2 0	185,134 1 5 7	358,023 1 6 0
Newchwang		85,644 8 0 4	7,679 6 0 0	6,788 4 9 1		167,064 2 4 8
Total Haikwan taels	3,265,852 4 1 2	4,645,710 0 6 3	217,732 7 1 6	529,086 6 4 2	8,638,381 8 3 3	8,208,582 5 4 2
Add transit dues at Shanghai					21,966 0 0 3	82,966 7 5 5
Foodow					4,911 1 1 0	4,167 5 3 9
Chinkiang					370 8 5 6	558 5 4 2
Total 1866					8,685,629 8 0 2	
In 1865	2,733,496 1 0 7	4,638,923 1 1 5	269,095 0 0 0	507,068 3 2 0		8,297,275 3 7 8

Total 1866

In 1865

H. taels.

H. taels.

SHIPPING.

The carrying trade of the open treaty ports, during 1866, has occupied, entering inwards and clearing outwards, 15,672 vessels, giving a tonnage of 6,877,582 tons. The following table shows the proportion of tonnage of each port, compared with the previous years, 1865 and 1864 :

Ports.	1866. Total entered and cleared.		1865. Total entered and cleared.		1864. Total entered and cleared.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
Shanghai	3,476	1,639,335	4,102	1,779,602	5,352	1,870,909
Canton	2,557	958,116	1,779	968,066	1,702	706,947
Swatow	1,052	425,008	1,169	444,056	941	338,805
Amoy	1,264	453,821	1,582	546,802	1,316	419,829
Foochow	907	396,388	932	404,196	937	380,370
Taiwanfoo, Formosa	242	48,164	513	100,122	176	33,750
Tamsui, Formosa	209	56,791				
Ningpo	1,311	366,485	1,816	509,034	2,837	595,666
Hankow	536	376,161	665	429,482	793	418,855
Kiukiang	956	714,891	961	660,450	952	666,995
Chinkiang	1,105	757,182	1,235	698,185	1,186	682,170
Chefoo	994	347,782	908	293,972	900	279,449
Tientsin	592	178,518	418	120,098	370	91,936
Newchwang	471	158,940	548	182,236	504	149,804
Total	15,672	6,877,582	16,628	7,136,301	17,966	6,635,485

The number of vessels entered and cleared have been added together, there being nearly always as many vessels entering as clearing during the year.

The shipping of the open ports during the year 1866, as compared with 1865 and 1864 as given in the preceding table, was divided between the different nationalities as per following table :

Flag.	1866. Total entered inwards and cleared outwards.		1865. Total entered inwards and cleared outwards.		1864. Total entered inwards and cleared outwards.	
	Number of vessels.	Tons.	Number of vessels.	Tons.	Number of vessels.	Tons.
American	3,602	1,957,687	4,721	2,645,906	5,036	2,609,390
Austrian	10	2,844	19	5,681	33	12,926
Belgian	2	622	8	2,262	22	5,520
British	8,276	3,921,851	7,798	3,467,980	7,915	2,862,214
Chinese	516	33,724	574	39,548	1,021	64,588
Danish	216	37,058	670	141,047	767	164,802
Dutch	194	69,883	176	56,090	197	59,471
French	234	108,918	295	94,687	247	93,099
Hawaiian	19	3,920	23	4,660	2	912
Italian	5	3,997	15	9,217	2	839
Japanese	4	1,966			2	756
* North German	2,248	620,322				
Bremen			428	122,869	292	83,324
Hamburg			1,020	308,102	1,409	380,135
Hanover			134	21,894	157	30,026
Lübeck			14	3,734	24	7,452
Mecklenburg			20	3,704	53	10,518
Oldenburg			51	11,611	79	22,972
Prussian			205	45,278	187	46,143
Norway and Sweden	62	13,927	118	26,877	140	38,195
New Granadian					1	466
Portuguese	30	5,679	24	4,242	24	1,932
Peruvian			2	1,668	8	6,986
Russian	19	4,172	29	11,452	21	9,198
Siamese	157	67,662	145	64,177	156	68,395
Spanish	18	23,350	85	21,621	69	20,359
Sundry, not classified			54	21,994	102	34,867
Total	15,672	6,877,582	16,628	7,136,301	17,966	6,635,485

* The incorporation of the minor states of North Germany, under the leadership of Prussia, into the North German Confederation, being now a *fait accompli*, I have put them under the above heading.

RAW SILK.

	Piculs.
The total amount of raw silk exported from China in 1865 amounted to.....	41, 154
And in 1866, to.....	32, 462

Showing a decrease of..... 8, 692

	Bales.	Piculs.
Shanghai furnished, (which includes 1,108 piculs Ningpo silk, and 952 Szechuen silk).....	28, 918	23, 204
Canton furnished.....	11, 572	9, 258

Total 40, 490 32, 462

They were exported to the different countries in the following proportions:

	Piculs.	Bales.
To Great Britain.....	20, 047	
To France and Continent.....	2, 755	
To Hong Kong from Shanghai.....	107	
To Hong Kong from Canton.....	8, 768	
To coast ports of China.....	29	
To United States of America.....	468	
To Manila.....	111	
To Japan.....	24	
To India.....	153	

Total..... 32, 462 40, 490
 Besides passed at Shanghai in transit, Japan silk..... 11, 434

Total..... 51, 924

The export of silk during the past six years at Shanghai has been as follows:

	Bales.
June 1, 1860, to May 31, 1861.....	80, 336
June 1, 1861, to May 31, 1862.....	70, 492
June 1, 1862, to May 31, 1863.....	64, 133
June 1, 1863, to May 31, 1864.....	37, 259
June 1, 1864, to May 31, 1865.....	25, 165
June 1, 1865, to May 31, 1866.....	42, 157

The export of silk from Shanghai to the different countries for the season beginning June 1, 1866, and ending May 31, 1867, was as follows:

	1866 and 1867.				
	Raw and thrown silk.		Coarse.	Refuse.	Japan silk.
	Bales.	Piculs.	Piculs.	Piculs.	Bales.
Great Britain.....	24, 378	19, 441. 33	31. 61	2, 357. 53	6, 371
France and continent.....	3, 391	2, 715. 87		335. 61	1, 502
Hong Kong.....	167	141. 47			4
Coast ports of China.....	31	25. 71	0. 80		
United States of America.....	89	69. 49		32. 88	
Manila.....	101	80. 80			
India.....	236	220. 22			
Total.....	28, 393	22, 694. 89	32. 40	2, 696. 02	7, 877

TEA.

In 1865 the total amount of tea exported from Chinese ports was—

	Piculs.	Piculs.
Black tea.....	984,662	
Green tea	228,679	
		1,213,341
In 1866, black tea.....	990,177	
green tea	192,865	
		1,183,042
Decrease		30,299

The different ports supplied comparatively in 1865 and 1866 as follows :

Ports.	Black tea.		Green tea.	
	1865.	1866.	1865.	1866.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Shanghai*	262,147	314,706	209,418	180,392
Foochow	518,039	466,734	932	3,089
Amoy	134,231	149,560		
Hankow, (direct).....	77,098	81,841		
Kiukiang, (direct).....	3,073	2,491	2	89
Canton	90,094	74,845	18,327	9,295
Total.....	984,662	990,177	228,679	192,865

* Not including 17,000 piculs shipped to Foochow for reshipment. They appear under the shipments from Foochow.

† Not including 9,782 piculs shipped to Foochow for reshipment. They appear under the shipments from Foochow.

‡ The teas shipped from Shanghai include all the Hankow, Kiukiang, and Ningpo teas, except those which are mentioned as shipped direct.

The teas were exported to the different countries, during the past two years, in the following proportions:

	Black.		Green.	
	1865.	1866.	1865.	1866.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Great Britain.....	752,168	754,437	89,318	82,713
United States of America.....	65,768	84,957	110,799	100,565
Hong Kong and coast ports	59,487	60,635	12,383	6,345
Australia	72,846	65,665	39	113
Channel for orders	20,108	12,400		
Continent.....	113	326		
Montreal.....	932		329	112
Java	4,498	2,623	15,026	2,837
India	3,713	2,768		
Japan		298		
Siam		1,610		
Manila		353		
Amoor river		398		
Saigon		440		
New Zealand.....		2,600		
Callao		311		54
River Plate		426		126
Total.....	984,662	990,177	228,679	192,865

The export of tea during the past four years from all the ports of China has been as follows:

Years.	Black.	Green.
	<i>Piculs.</i>	<i>Piculs.</i>
1866	990, 177	192, 865
1865	984, 662	228, 679
1864	990, 221	177, 643
1863	1, 059, 138	212, 247

OPIUM.

The import of foreign opium for local consumption, at all the open ports, amounted in—

	<i>Piculs.</i>
1864 to	52, 083
1865 to	56, 133
1866 to	64, 516

The imports, less the re-exports, at the different ports were as per following table:

Imported into—	Malwa.	Patna.	Benares.	Sorts, Turkey and Persian.	Total import 1866.	Total import 1865.	Total import 1864.	Total import 1863.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Shanghai: Imported and stored on board receiving vessels	27, 907	10, 950	1, 742	368	40, 384	36, 042	30, 521	38, 223
Re-exported from receiving vessels to oth'r Chinese ports	25, 907	2, 844	899	371	30, 021	22, 906	13, 314	10, 606
Landed for local consumption.	1, 896	9, 042	812	5	11, 755	14, 603	19, 709	21, 789
Canton	1, 753	1, 735	.....	.....	3, 488	2, 377	2, 490	3, 460
Swatow	1, 648	3, 097	716	.....	5, 461	4, 121	4, 712	3, 743
Amoy .....	.....	456	3, 507	46	4, 009	3, 835	4, 037	3, 193
Foochow	2, 545	2, 159	919	304	5, 927	5, 518	6, 246	6, 628
Takao .....	.....	75	1, 319	37	1, 431	} 2, 288	997	.....
Tamsui .....	.....	47	1, 064	.....	1, 111			
Ningpo	3, 222	927	150	22	4, 321	3, 192	3, 305	2, 679
Hankow	3, 751	228	82	51	4, 112	3, 352	1, 999	1, 412
Kiukiang	2, 240	14	.....	6	2, 260	2, 241	2, 202	1, 993
Chinkiang	4, 753	226	42	5	5, 026	4, 886	1, 693	600
Chefoo	3, 562	149	50	33	3, 794	2, 644	1, 314	873
Tientsin	7, 514	773	500	374	9, 161	5, 561	2, 875	3, 708
Newchwang	2, 501	148	11	.....	2, 660	1, 515	504	.....
Total .....	.....	.....	.....	.....	64, 516	56, 133	52, 083	50, 087

Or showing the sorts imported as follows:

or local consumption in—	1863.	1864.	1865.	1866.
	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>	<i>Piculs.</i>
Malwa	34, 967	29, 998	27, 488	35, 385
Patna	12, 757	16, 412	17, 823	19, 076
Benares	2, 363	5, 063	9, 601	9, 172
Sorts	Nil.	610	1, 221	883
Total	50, 087	52, 083	56, 133	64, 516

Or representing an estimated value of—

	Taels.
In 1866	34, 838, 640
In 1865	25, 821 180
In 1864	20, 233, 200
In 1863	17, 530, 450

As it may be interesting to see how the imports of opium have, during previous years, increased or decreased, I append the following total deliveries for Shanghai:

Deliveries in—	Malwa.	Patna.	Total.
	<i>Chests.</i>	<i>Chests.</i>	<i>Chests.</i>
1862	25, 162	4, 980	30, 142
1861	18, 246	3, 402	21, 648
1860	24, 386	4, 627	29, 013
1859	27, 150	6, 627	33, 777
1858	25, 706	7, 273	32, 979
1857	23, 138	9, 288	32, 426
1856	23, 245	10, 327	33, 572
1855	19, 159	9, 568	28, 727
1854	16, 772	8, 361	25, 133
1853	17, 304	3, 453	20, 757
1852	21, 068	6, 292	27, 360
1851	16, 233	6, 373	22, 606
1850	13, 759	5, 739	19, 498
Total			*357, 638

* Representing in a dozen years for a total of 357,638 chests of opium, an estimated value of 125,173,300 taels or £41,724,433, which was derived from Shanghai only, and as much again may be estimated for the other ports.

The total import of foreign opium in Hong Kong, as computed by the Chinese Overland Trade Report, amounts to chests, 81,750, as per following table, with the clearances for export and consumption, and the corresponding closing rates of each English mail, between Hong Kong and Shanghai.

Comparative table of import, and clearances for export and consumption of opium at Hong Kong.

Departure of English mail in 1866.	Imports.			Price at Hong Kong.		Price at Shang- hai.		Clearances for export and consumption.		
	Malwa.	Patna.	Benares & Sorts.	Malwa.	Patna.	Malwa.	Patna.	Malwa.	Patna.	Benares.
	<i>Chests.</i>	<i>Chests.</i>	<i>Chests.</i>	<i>Dolls.</i>	<i>Dolls.</i>	<i>Taels.</i>	<i>Taels.</i>	<i>Chests.</i>	<i>Chests.</i>	<i>Chests.</i>
1st mail	1, 000	2, 600	1, 500	810	637	625	425	2, 150	950	750
2d mail	3, 000	.....	565	855	660	610	490	2, 500	800	650
3d mail	2, 125	3, 350	1, 000	850	650	660	505	2, 400	1, 200	1, 200
4th mail	2, 050	.....	.....	850	660	640	490	2, 300	1, 800	600
5th mail	2, 200	3, 250	1, 800	870	685	625	485	1, 400	1, 000	550
6th mail .....	.....	.....	.....	865	735	660	525	600	1, 200	750
7th mail	3, 500	1, 800	1, 000	865	740	675	535	2, 600	1, 000	600
8th mail	1, 005	.....	120*	835	705	635	520	1, 500	700	500
9th mail	2, 300	2, 900	1, 300	790	665	615	485	1, 100	750	400
10th mail	1, 800	.....	120	750	625	615	490	1, 900	1, 500	500
11th mail	1, 400	2, 400	1, 400	710	565	615	475	1, 800	1, 600	1, 000
12th mail	1, 300	185	90	700	530	530	375	1, 900	1, 500	500
13th mail	1, 000	1, 575	1, 175	750	570	540	425	1, 300	1, 500	700
14th mail	810	.....	.....	850	630	640	470	1, 250	2, 000	900
15th mail	510	1, 025	1, 000	885	670	640	450	600	800	550
16th mail	1, 070	500	.....	860	640	640	465	850	650	700
17th mail	770	2, 050	1, 100	820	590	640	455	800	1, 250	850
18th mail	1, 240	200	70	820	585	615	445	1, 250	1, 100	400
19th mail	2, 070	2, 800	1, 300	750	560	625	435	1, 700	1, 400	750
20th mail	2, 090	1, 850	950	750	605	580	420	2, 350	1, 000	750
21st mail	1, 335	.....	.....	840	605	640	470	1, 400	1, 150	650
22d mail	1, 640	.....	.....	780	605	635	455	1, 400	1, 450	200
23d mail	1, 560	1, 800	1, 200	800	610	610	450	550	850	450
24th mail	2, 000	.....	.....	750	600	595	480	2, 300	1, 000	500
Total	37, 775	28, 285	15, 690					37, 900	28, 150	15, 460

* Turkey.

The preceding table shows the import of opium :

In Hong Kong	81, 750 chests.
And the import at all the open ports... ..	64, 516 chests.

Difference.....	16, 834 chests.
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Which amount would leave to be accounted for the annual consumption of opium in Hong Kong and Macao.

Table showing the amount of shipping and duties collected under each flag.

Flag.	1866.		Import duties.	Export duties.	Tonnage dues.	Coast trade duties.	Grand total of duties 1866.
	No. of vessels.	Tons.					
British.....	8,276	3,921,851	Taels m. c. c. 2,809,588 1 3 8	Taels m. c. c. 2,945,167 8 4 2	Taels m. c. c. 131,843 1 8 0	Taels m. c. c. 254,595 9 7 5	Taels m. c. c. 6,141,195 1 3 5
American.....	3,602	1,957,087	226,912 3 2 4	1,049,047 9 9 9	16,094 4 0 0	132,186 1 0 9	1,424,240 8 3 2
North German.....	2,248	620,322	124,404 8 4 1	418,739 8 5 0	35,637 2 6 4	109,546 0 7 3	1,088,348 0 2 8
French.....	234	108,918	20,414 8 9 8	83,653 7 3 6	7,781 1 8 4	6,991 5 9 1	118,841 4 0 9
Siamese.....	157	67,662	32,368 0 1 0	31,630 8 9 6	7,430 0 0 0	4,313 8 8 6	75,732 2 9 2
Dutch.....	194	69,883	18,403 9 8 3	22,410 7 7 1	6,322 4 8 8	5,427 3 0 1	58,564 5 4 3
Danish.....	216	37,658	10,284 4 8 6	33,703 5 1 6	2,192 4 0 0	8,625 6 2 1	54,806 0 2 3
Chinese.....	516	33,724	430 2 8 2	6,098 8 2 5	2,925 5 0 0	5,275 2 2 0	12,019 8 3 6
Spanish.....	78	93,350	7,773 7 8 4	11,878 6 5 9	2,670 8 0 0	1,046 7 6 1	23,370 0 4 4
Sweden and Norway.....	62	13,927	1,787 3 9 8	15,861 8 9 2	899 0 0 0	3,038 2 5 4	21,386 5 4 4
Portuguese.....	33	5,679	5,271 2 4 0	438 8 4 2	330 8 0 0	77 1 5 9	6,078 0 4 1
Russian.....	19	4,172	1,668 6 7 9	2,458 7 2 4	372 6 0 0	184 7 8 3	4,711 7 8 6
Italian.....	5	3,997	503 5 0 2	5,781 3 1 0	105 8 0 0	1,486 1 6 8	7,876 7 8 0
Hawaiian.....	19	3,920	819 8 4 1	575 7 0 2	76 0 0 0	373 8 6 4	1,845 4 0 7
Austrian.....	10	2,844	.....	51 6 0 0	11 6 0 0	.....	63 2 0 0
Japanese.....	4	1,966	.....	567 8 7 2	124 4 0 0	.....	1,111 2 7 8
Belgian.....	2	622	419 0 0 6	11,535 0 2 7	5,735 3 0 0	6,922 8 7 9	29,005 2 0 6
Sundry.....	.....	.....	.....	.....	.....	.....	.....
Total.....	.....	.....	3,265,852 4 1 2	4,645,710 0 6 3	217,732 7 1 6	*540,091 1 5 3	*8,669,396 3 4 4

* Inclusive taels 11,004.5.1.1 drawbacks, which have to be deducted.

Table showing the direct import and export trade of the various countries at all the treaty ports of China.

The direct imports at all the treaty ports, were as follows :		The direct exports at all the treaty ports, were as follows :		Total of direct import and export trade at all the treaty ports.	
Imported from—	Value.	Exported to—	Value.	With—	Value.
Hong Kong	<i>Taels.</i> 30,462,053	Great Britain	<i>Taels.</i> 34,087,250	Great Britain	<i>Taels.</i> 49,770,547
India	23,660,505	Hong Kong	9,977,546	Hong Kong	40,439,599
Great Britain	13,673,297	United States of America	6,316,130	India	23,738,320
Japan	2,932,568	Australia	1,874,274	United States of America	6,605,962
Singapore	1,378,188	Continent of Europe	1,374,383	Japan	3,674,893
Siam	500,753	Japan	742,325	Australia	2,356,170
Australia	481,896	Singapore	447,486	Singapore	1,853,674
Philippine Islands	363,021	British Channel	353,422	Continent of Europe	1,634,280
Java	350,460	Philippine Islands	273,756	Siam	678,360
Cochin China	320,059	Java	160,378	Ph Ippine Islands	636,777
United States of America	289,832	Siam	117,547	Java	510,838
Continent of Europe	259,895	South America	108,881	Cochin China	384,084
Amoor Province	162,754	Canada	93,637	British Channel	333,492
South America	35,500	India	77,815	Amoor Province	171,600
And from and at all the Chinese treaty ports	76,930,781	New Zealand	74,104	South America	144,387
	95,531,355	Cochin China	64,025	Canada	93,637
		Amoor Province	8,846	New Zealand	74,104
		And from and to all the treaty ports	56,161,807	Total	133,092,588
			46,761,227	Total Chinese import	Taels, 95,531,355
				Total Chinese export	Taels, 46,761,227
Total	172,462,136	Total	102,923,034	Grand total	275,385,170

Table showing the estimated proportion of the value of the import and export trade, and the trade coastwise, carried on under foreign flags at all the treaty ports, divided among the various nationalities.

The import trade from foreign countries and the export trade to foreign countries, carried on under foreign flags, was divided between them as follows:—		The trade coastwise of all the treaty ports <i>inter se</i> , carried on under foreign flags, was divided between them as follows:—		The total value of the import and export trade, and the trade coastwise, divided between the different flags as follows:—	
Flag.	Value of foreign import and export trade.	Flag.	Value of the trade coastwise.	Flag.	Total value.
	<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>
British	96,803,900	British	129,044,700	British	225,848,600
American	21,471,300	American	31,628,600	American	53,099,900
North German	9,140,250	North German	15,582,700	North German	24,722,950
French	1,764,600	French	2,416,900	French	4,181,500
Siamese	1,071,450	Siamese	1,500,700	Siamese	2,572,150
Dutch	783,700	Danish	1,257,300	Danish	1,994,000
Danish	736,700	Dutch	1,188,500	Dutch	1,972,200
Spanish	329,400	Sundry	616,400	Sundry	890,300
Sweden & Norway	295,600	Sweden & Norway	487,700	Spanish	778,800
Sundry	273,900	Spanish	449,400	Sweden & Norway	783,300
Chinese	109,100	Chinese	346,400	Chinese	455,500
Hawaiian	105,200	Hawaiian	189,900	Hawaiian	295,100
Portuguese	96,500	Portuguese	122,900	Portuguese	219,400
Russian	69,400	Russian	93,700	Russian	163,100
Austrian	23,400	Austrian	43,800	Austrian	67,200
Belgian	16,500	Belgian	20,400	Belgian	36,900
Japanese	1,800	Japanese		Japanese	1,800
Total	133,092,700	Total	184,990,000	Grand total	318,082,700

DECEMBER 31, 1867.

Statement showing the description, quantity, and value of the exports from this port to the United States for the several quarters of the year ended September 30, 1867, (compiled from official invoices)

Quantity and description.	Value including costs and charges.
	<i>Taels.</i>
143,412 chests tea	2,744,162 02
816 bales silk and raw silk	161,230 67
166 bales straw braid	4,373 83
16 cases presents	2,534 78
69 cases sundries	2,526 20
Total	2,914,827 50
Total for quarter ended March 31, 1867	1,406,527 39
Total for quarter ended June 30, 1867	132,087 34
Total for quarter ended September 30, 1867	136,147 55
Grand total	4,589,589 78

NEWCHWANG—F. P. KNIGHT, *Consul*.

APRIL 1, 1867.

I have the honor to transmit the following papers on the commerce of this port.

During the past twelve months the trade of this place has been at intervals seriously interfered with by the acts of lawless organizations, and from the pro-

hibition of all commerce with Corea, consequent upon the attitude of the French after the murder of their missionaries in that country.

In my report for the year 1865 I noticed the presence in this province of bands of men whose calling is now translated "sworders," whose audacious means of livelihood certainly had a bad effect on the trade of the port, but doubted then the probability of their in any way annoying the foreign honges.

Early in April last, however, an occurrence took place which quite paralyzed for nearly two months all trade, and at the moment promised to cause no little trouble to foreign residents, but which has resulted so beneficially to the general success of the port, that those who were then reluctantly interested may congratulate themselves on the entire dispersion of these gangs, while this consulate has often received the thanks of native merchants for the part taken in the matter by the commander of the United States corvette Wachusett.

The closing of Corea was a great disappointment, since the local dealers have lost the advantage derived from the fairs, which were held thrice annually at a walled town called Fung-huang-chang, situated on the boundary line between the two countries and distant about 185 miles.

On referring to the carefully prepared tabular statement—a great boon to all interested—issued by the imperial maritime customs, and a copy of which, accompanying this, I beg to hand you for full particulars of the actual trade of the port, it will be seen, on comparison with my report for 1865, that, notwithstanding the difficulties mentioned above, the value of imports, including Chinese produce and foreign goods—less the value of re-exports—shows an increase the past year of about 700,000 taels, or nearly 1,000,000 Mexican dollars.

This great difference in value of imports, however, is caused principally by the increased demand for opium, 2,671 piculs (one picul is worth about \$700) having come here, against 1,552 in the year 1865. Indeed, so great is the increased consumption of this, to the Chinese, fascinating drug, that even the inns on the routes along the borders of Mongolia and throughout the smaller towns in the north are now furnished, that travellers may enjoy its solacing effects.

The most unlooked-for disclosure in our import trade is the falling off in the receipts of cotton fabrics, the custom returns showing on comparison with the year previous a reduction of 11,000 pieces. This may perhaps be partly attributed to the disturbed state of the country above alluded to; but I am fairly of opinion that the extreme high prices which continue to rule for such goods is the weightier reason, as serving to place foreign cottons only within reach of the well-to-do.

Woollens have never been in much request here, since nearly all, during the cold weather, are clad in furs of some sort; the poor with sheep or dog-skin, while the rich delight in the robes of the sable or fox, which are taken in considerable numbers at the north in or about Russian territory.

There were so few American drills in China last year that the demand for those durable goods was partially supplied by English and Dutch manufactures; but the latter are so much inferior both in weight and quality to our fabrics, that I have no doubt this port will take a good share of the first cargoes, since the rebellion, now arriving at Shanghai.

The export of bean cakes, peas, and oil, continues without diminution of quantity and average profit. Several cargoes of guano from the Chinchas, having been brought into the ports of Amoy and Swatow, for the purpose of fertilizing the sugar and rice lands, it was feared at first that the trade of the former would suffer, but although guano succeeds remarkably well in its way, yet it is now proved that it cannot compete with bean cakes, at a price which a fair crop of beans admits of.

Then, as might be expected, the prejudice of the Chinese is in favor of an article they have for years been accustomed to.

To a foreigner, when witnessing the rude manner of bean cake manufacture,

common in China, the aid of machinery is suggested to the most unmechanical mind, and the change for a steam press from the unwieldy and slow wedge process seems certain in saving of time and expense, to warrant the enterprise.

Such experiments, however, meet with, I fear, more difficulties in China than in any other semi-civilized country of the present day, and although every success is desired for those who are now attempting to establish at this port a steam manufactory for pulse cakes, yet that success is doubly problematical, inasmuch as the Chinese will be slow to furnish grist for the mill, and foreigners cannot buy pulse on the same favorable terms as the natives.

During the past few years a great deal of interest has been taken, not only by mineralogists who have visited the country, but by naval commanders and owners of steamers, in the coal fields of China, and specimens from the mines in this province of "Pen-ei-hoo," situated about 40 miles southeast of Monkden, also from a point on the coast called Port Adams, a few miles from the city of Foo-chow, have been brought here for trial.

Various success has been met with; one great difficulty being to get it sufficiently large for the gratings of steamers, and this quite precludes all present use of that from the latter abovenamed place; while the coals from the more northern mines of Pen-ei-hoo are evidently taken from near the surface, and are not of uniform quality, but soft and sulphurous. A few tons once furnished a merchant steamer were reported upon by the engineer quite favorable, while the engineer of the United States steamer Wachusett, who was perhaps more careful in his experiment to have them free from mixture, and who thought his engine could use most any coal, considered that they were only fit for banking fires.

I have no doubt however, that when foreign appliances shall have enabled the mines, with the necessary knowledge of drainage, to reach the lower seams, a better quality will be discovered.

It is not improbable that the wild raw silk of the province, on which very interesting details have been written, may yet, to a small extent, rank amongst the exports of this market. The producing districts are separated from this port by but a few miles, and extend about half the length of the province in a north-east and southwest direction.

The northern silk worm, though not longer, is much thicker than the ordinary insect, and thrives only on the leaves of a shrub oak.

For all practical purposes of trade, however, I am able to state that none has ever, to my knowledge, been offered for sale at a price within thirty per cent., that would admit of its being shipped as a speculation, either to Europe or America.

For the present, it would appear that this silk can only be used in this country, where, without the additional expenses of purchase and shipment, but with cheap labor, it is woven by the natives of Shantung, principally, into the China pongees.

Specimens of cocoons and eggs, however, have been sent to France with the hopes of supplying the deficiencies of some of her silk-producing departments, and, in some instances, with most gratifying success.

It is my opinion that this worm would do well in some portions of California, where a shrub oak similar to the China tree is quite abundant, and the climate not unlike this.

I do not think it necessary at the moment to add anything further in the interest of shipping, excepting to reassure those concerned in the coast trade of China, that this port, as previously intimated, offers the best freight ruling, and that the necessity for increased tonnage will extend yearly, as the carrying business is wrested from the native junks.

The bark *West Wind*, 369 tons, to be painted red, has been anchored in soft clayey mud, least depth 34 feet, two baskets at mast head, foreyard across,

mizen top mast ready for signals, in the following bearings: Tower Hill, south by southeast, full easterly; Ruined Tower, southeast by east; Entrance Buoy, northeast by east one-half east.

The light should be visible in moderately clear weather a distance of eight miles.

TABLE I.—*Showing the goods and treasure imported from foreign countries to the port of Newchwang during the year 1866.*

Description of goods.	Classifier of quantity.	HONG KONG.	
		Quantity.	Value.
			<i>Taels.</i>
Anise seed, star	Piculs	42 83	257
broken	do	209 29	523
Arsenic	do	29	174
Bags, gunny	Pieces	37,150	1,486
Bamboo ware	Piculs	1	12
Betel nuts	do	80	480
Brass ware	do	8 37	251
buttons	do	17 14	600
Cardamons, inferior	do	2 84	125
Cardamons, superior	do	12 48	187
Cassia buds	do	1 63	5
lignea	do	16 92	102
China ware, coarse	do	10 62	96
Clocks	Pieces	20	60
Cloves	Piculs	10 30	52
Cloves, mother of	do	52 08	208
Cotton piece goods:			
Brocades, dyed	Pieces	96	384
Chintzes	do	396	792
Cottons, figured	do	121	302
Drills, American	do	2,194	9,873
Shirtings, grey	do	6,800	23,800
red	do	600	1,500
white	do	2,350	8,930
spotted	do	400	1,000
T-cloths	do	1,950	4,290
Covers, table	do	160	64
Fans, paper	do	55,995	2,800
Galangal	Piculs	45 68	228
Ginger, green	do	19 24	19
Glass ware	do	22 75	227
window	Cases	1,130	2,825
Grass cloth, coarse	Piculs	46 90	1,476
Gum, myrrh	do	65 81	592
Hemp	do	75 72	606
Indigo, liquid	do	17	272
Lead, yellow	do	30	180
Lichees	do	242 50	849
Mangrove bark	do	65	195
Matches	Gross	11,130	11,130
Medicines	Piculs	134 52	942
Metals:			
Lead	do	262 72	2,364
Iron bar	do	3,899 65	10,529
nail rod	do	7,627 90	21,358
Quicksilver	do	2 50	125
Tin	do	66 25	1,193
Mirrors with frames	Pieces	12,500	2,500
Needles	do	6,800,000	2,720
Opium, Malwa	Piculs	346	224,900
Patna	do	27 77	12,486
prepared	do	10 80½	8,672
Paint, green	do	1 93	16
white	do	1	6
Paper, first quality	do	302 87	3,332
second quality	do	32 98	148
Pepper, black	do	499 97	2,000
Putchuck	do	24	312
Pottery	do	10 78	22
Ratan	do	49 78	75
Rouge	do	11	330
Seaweed	do	268 29	805
Seed, lily	do	5 67	113
Sharks' fins, black	do	3 64	146
white	do	95	42
Silk caps	Pieces	2,400	360

TABLE I.—*Showing the goods and treasure imported, &c.—Continued.*

Description of goods.	Classifier of quantity.	HONG KONG.	
		Quantity.	Value.
			<i>Taels.</i>
Silk cap buttons	Piculs	3 44	34
fans	Pieces	770	154
piece goods	Piculs	3 05	1,830
ribbons	do	1 16	290
tassels	do	81	162
shoes	Pairs	82	82
Smalts	Piculs	17 45	524
Sugar, brown	do	4,428 62	19,928
white	do	2,067 46	10,337
Timber:			
Beams, hard wood	Pieces	300	1,200
Planks, soft wood	Square feet	3,908	156
Teak	Cubic feet	39	12
Tobacco, prepared	Piculs	41 26	413
Vermillion	do	19 26	289
Wood:			
Sandal	Piculs	268 58	2,685
broken	do	91 84	275
Sapan	do	966 81	1,935
Ware	do	3 51	60
Woollen goods:			
Bombazettes, figured	Pieces	305	1,830
Buntings	do	77	385
Camlets, English	do	50	750
Lastings	do	85	1,020
Spanish stripes	do	96	1,824
Treasure	Taels		7,000
Total	Taels		425,623

TABLE II.—*Foreign goods re-exported to foreign countries.*

Description of goods.	Classifier of quantity.	HONG KONG.	
		Quantity.	Value.
			<i>Taels.</i>
Bags, gunny	Pieces	6,800	272
Opium, Malwa	Piculs	27	175
prepared	do	1 25	1,000
Woollen goods:			
Bombazettes, figured	Pieces	50	300
Total	Taels		1,747

TABLE III.—*Showing the native produce exported to foreign countries.*

Description of goods.	Classifier of quantity.	HONG KONG.	
		Quantity.	Value.
			<i>Taels.</i>
Almonds	Piculs	59 52	1,488
Beans, black	do	9,215	11,058
green	do	345	414
red	do	150	180
white	do	93	112
yellow	do	260,531	312,637
Bean cakes	Pieces	60	23
Beche de mer, black	Piculs	4 65	116
Fish brain, dried	do	1 20	96
Fruits, fresh	do	20 80	31
Fungus	do	11 58	34

TABLE III.—*Showing the native produce exported to foreign countries—Cont'd.*

Description of goods.	Classifier of quantity.	HONG KONG.	
		Quantity.	Value.
			<i>Taels.</i>
Ginseng, second quality	Piculs	58 75	11, 750
Hair, goats' .....	.do	14	70
Hoofs, buffalo .....	.do	266 45	213
Horns, buffalo .....	.do	42	126
Horns, deer .....	.do	1 49	12
old .....	.do	1	15
young	Pairs	49	2, 450
Licorice	Piculs	1 37	4
Medicines .....	.do	645 66	1, 291
Mushrooms .....	.do	11 51	776
Samsboo .....	.do	200 86	502
Seed, melon .....	.do	1, 480 13	4, 440
Sinews, buffalo .....	.do	44 94	225
deer .....	.do	256 36	2, 051
Tallow, animal .....	.do	51 46	412
Vermicelli .....	.do	337 05	1, 685
Wax, white .....	.do	25 96	1, 428
Wool, camel .....	.do	51 88	830
Total	Taels		554, 464

TABLE No. IV.—*Summary of the foreign trade during the year 1866.*

	<i>Taels.</i>
Total value of goods and treasure imported from foreign countries, (Table I)	425, 623
Total value of foreign goods re-exported to foreign countries, (Table II)	1, 747
Total	423, 876
Total value of native produce exported to foreign countries, (Table III)	354, 469
Total	<u>788, 345</u>

TABLE No. 1.—*Showing the native produce imported from Chinese ports.*

Description of goods.	Shanghai.		Chefoo.		Ningpo.		Svatow.		Amoy.		Canton.		Foochow.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Alum.....	100	300		Tael.		Tael.		Tael.		Tael.		Tael.		Tael.	100	300
Bags, gunny.....	64,208	2,560		3,000	120		3,880	154	800	32		2,000	80	73,668	2,946	
Bamboo baskets.....									45	23				23		
do.....									3,121	1,561				3,121	1,561	
poles.....																
shoots.....									77	386				24	08	265
split.....									15	34				95	1,140	
ware.....									38	29				7	60	228
Brass ware.....									3	04				162	25	5,679
buttons.....									55	11				184	6,440	
Canes.....														55	11	
Cassia twigs.....														19	03	38
China ware, coarse.....	171	48		19	03	38		1,192	58	10,733				1,364	06	12,276
Compasses.....														325	16	925
Eggs, preserved.....																
Fan handles.....	2,190	22												2,190	22	176
do.....	8,800	176												8,800	176	
paper.....	87,500	8,750												136,314	13,631	8
Flowers, dried.....														3	30	
Glass ware.....														4	67	47
do.....														37	52	56
Ginger, green.....														3,000	540	
Granite slabs.....	562	80		30	20	10		877	50	1,316				535	96	
Grass cloth, coarse.....																
do.....														7	69	308
fine.....																
Hemp.....																
do.....																
Horns, buffalo.....																
Indigo, dried.....																
Jars, earthen.....																
Lead, red.....																
do.....																
white.....																
Lichees, dried.....																
Line.....																
do.....																
Lung-guns.....	46	98														
Medicines.....	31	87														
do.....	146	79		3												
Mirrors.....																
do.....																
Myrrh, gum.....	16	72														
Nankens.....	858	88														
Nuts, betel.....																

TABLE No. 1.—Showing the native produce imported from Chinese ports—Continued.

Description of goods.	Shanghai.		Chefoo.		Ningpo.		Swatow.		Amoy.		Canton.		Foochow.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Nuts, lotus.....piculs.		Taels.		Taels.		Taels.		Taels.		Taels.		Taels.		Taels.		Taels.
Oranges, preserved	37 10	223					16 45	99	6 20	124					6 20	124
do.	5 05	61			19 20	115	86 80	1,042	222 08	1,332					224 83	1,769
Paper, 1st quality	62 70	282					5	22	565 73	6,789	92 44	1,109	501 02	6,252	1,271 04	15,253
do.													6,536 24	29,413	6,603 94	29,717
oil	72	4							4	46					4	72
Peel, orange.....do.																
do. pumelo.....do.																
Plums, black.....do.							107 31	644					1	7	1	7
Pipe-stems, ebony	98 37	492					32 61	336	99 51	995					107 31	644
Preserves.....do.															98 37	492
Razors.....pieces.							21	63					2,100	84	132 12	1,321
Resin.....piculs.							31 21	62							21	63
Rice, red.....do.															31 21	62
Rouge.....do.															18 49	555
Sharks' fins, white.....do.																
Silk piece-goods.....do.																
ribbons.....do.																
Sugar candy.....do.																
do. brown.....do.	261 08	1,036					7 13	50	4,532 43	31,867					11 02	2,755
do. white.....do.							6,119 37	27,537	2,201 23	11,006	3,072	13,824	46	207	4,559 56	31,917
Tea.....do.							9,609 99	48,050	2,201 23	11,006					12,772 03	57,467
Timber, poles, softwood.....pieces.									426	1,886					23 58	1,886
Tin foil.....piculs.															599	1,025
Tin ware.....do.	2 40	20													369 04	5,535
Tobacco.....do.	577	4,616													2 40	20
Vermillion.....do.									5 54	83					577	4,616
Total.....taels.		47,801		4,382		4,441		95,287		73,779		29,738		43,678		299,106

TABLE No. 3.—Showing the native produce, imported according to table No. 1, re exported to Chinese ports.

Description of goods.	Chefoo.		Tientsin.		Amoy.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Brass buttons.....piculs.	8	Taels. 320	.	Taels.	.	Taels.	8	Taels. 320
Nuts, Betel.....do.	90 73	544	.....	.....	.....	.....	90 73	544
Lotus.....do.	.....	.....	.....	.....	6 20	124	6 20	124
Paper, 1st quality.....do.	14 40	173	15 96	192	.....	.....	30 36	365
Rouge.....do.	18 49	555	.....	.....	.....	.....	18 49	555
Total.....	.....	1,592	.....	192	.....	124	.....	1,908

TABLE No. 4.—*Showing the native*

Description of goods.	Shanghai.		Ningpo.		Foochow.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>
Almonds.....piculs.....						
Barley, pearl.....do.....						
Bean cakes.....pieces.....			67, 600	25, 688	43, 200	16, 416
Beche de mer, black.....piculs.....						
Bones, buffalo.....do.....						
Eggs, preserved.....pieces.....						
Fish brains, dried.....piculs.....						
salted.....do.....					12 62	25
shell, dried.....do.....						
Fruit, fresh.....do.....						
Fuogus.....do.....					52 43	157
Ginseng, second quality.....do.....	2 40	480				
inferior.....do.....						
Hair, goats'.....do.....						
horse tail.....do.....						
Hoofs, buffalo.....do.....						
shavings.....do.....						
Horns, deer.....do.....	08	1				
old.....do.....						
young.....pairs.....	7	350				
Lard.....piculs.....						
Leather, green.....do.....						
Lily flowers, dried.....do.....					9 70	59
Licorice.....do.....						
Medicine.....do.....	46 16	92	7 01	14	61 10	122
Millet.....do.....	27, 888	16, 733				
Mushrooms.....do.....						
Oil, bean.....do.....	126 16	580	1, 010	4, 646		
Peas, black.....do.....						
green.....do.....						
red.....do.....						
white.....do.....						
yellow.....do.....	7, 500	9, 000	15, 315	18, 378	14, 100	16, 920
Samshoo.....do.....	52 60	132	21 89	55	10 35	26
Seeds, melon.....do.....			178	534	223 11	669
sesamum.....do.....						
Shrimp, husk.....do.....						
dried.....do.....	30 36	182			109 07	715
Silk, raw, wild.....do.....	12 82	2, 564				
Sinews, buffalo.....do.....					12 35	62
deer.....do.....						
Skins, sheep.....pieces.....						
squirrel.....do.....						
Tallow, animal.....piculs.....			19 58	157		
Vermicelli.....do.....	65 88	329	102 90	515	67 29	336
Wax, white.....do.....						
Wheat.....do.....						
Total.....taels.....		30, 443		49, 987		35, 507

produce exported to Chinese ports.

Amoy.		Swatow.		Canton.		Total.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>
70	105	55 60	1,390	72 78	1,819	128 38	3,269
235,036	89,313	3,659	5,488			3,729 50	5,593
		1,407,837	534,978			1,753,673	666,395
51 87	10			6 94	174	6 94	174
6,100	61					51 87	10
				1 53	122	6,100	61
441 82	884					1 53	122
16 44	66					454 44	909
11 90	18					16 44	66
654 84	1,965	217 66	653			11 90	18
1 71	342	19 03	3,806	52 10	10,420	924 93	2,775
		9 15	732	10 60	848	75 24	15,048
				18 60	93	19 75	1,580
				6 36	26	18 60	93
				214 35	272	6 36	26
4 80	1					214 35	272
		2 34	19	77	6	4 80	1
		1 56	23			3 19	26
						1 56	23
6 36	32					7	350
30	40					6 36	32
				5 95	36	30	45
36	108	53 44	160			15 65	90
567 88	1,136	838 74	1,677	254 31	509	89 44	268
				75	38	1,775 20	3,550
1,304 18	5,999	1,558 42	7,169			27,888	16,733
1,518 30	1,822	5,476 50	6,572	19,129 70	22,956	75	38
		594 60	714			3,998 76	18,394
				51	61	26,124 50	31,350
75,690	90,828	5,291 52	7,350	372	446	594 60	714
438 99	1,097	192,799	231,359	138,562	166,274	51	61
1,922 90	5,769	4,384 86	10,962			5,663 52	7,796
		1,615 23	4,846	1,057 62	3,173	443,966	532,759
		401 75	1,004			4,908 69	12,272
834 35	834					4,996 86	14,991
1,148 62	6,892					401 75	1,004
						834 35	834
211 02	1,055	5 90	30	34 19	171	1,298 05	7,789
94 14	753			68 64	544	12 82	2,564
				39	20	263 46	1,318
42 60	341	101 60	813	16	48	162 18	1,297
405 52	2,028	1,126 41	5,632			16	48
14 66	806	2 15	118	182 74	914	163 78	1,311
1,920	1,728			18 66	1,026	1,950 65	9,754
						35 47	1,950
						1,920	1,728
	214,033		825,495		209,996		1,365,461

TABLE No. 5.—*Showing the foreign goods*

Description of goods.	Shanghai.		Chefoo.		Ningpo.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>
Anise seed, star, broken piculs.	23 25	58				
Betel nuts. do.			212 80	1,277		
Buttons, brass. do.			5 85	205		
Canvas. bolts.	20	160			7	56
Clocks. pieces.	18	54				
Coal. tons.	66	584				
Cotton piece goods :						
Drills, American. pieces.	543	2,443	520	2,340		
Dutch. do.	960	3,840				
Shirtings, gray. do.	20,400	71,400	3,250	11,375		
white. do.	2,100	7,980				
T cloth. do.	700	1,540				
Glass, window. cases.	590	1,250				
Grass cloth, coarse. piculs.			1 15	46		
Lead, white. do.			69 72	349		
yellow. do.			117	702		
Matches. gross.	18	18	4,500	4,500		
Metals :						
Lead. piculs.	42	378				
Iron, bar. do.	4,594 67	12,406	390	1,053		
nailed rod. do.	1,250	3,500	1,624 66	4,549		
Tin. do.			74 15	1,335		
Nails, copper. do.					45	8
Needles. pieces.	2,000,000	800	1,000,000	400		
Oars. do.	15	45				
Oil, kerosene. piculs.					11	242
paint. gallons.					105	157
Opium, Malwa. piculs.	2,003 50	1,302,275	67	43,550	2	1,300
Patna. do.	106 80	48,060	2 40	1,080		
prepared. do.						
Paint, black. do.					1 50	23
white. do.	4 41	26			2	12
Pepper, black. do.			1 48	6		
Ratan. do.					496 32	744
Rope. do.					5 67	57
Smalts. do.	10	300				
Sugar, brown. do.			268 76	1,210		
Turpentine. do.					36	6
Varnish. do.					65	13
Vermillion. do.			5 60	84		
Woollen goods :						
Blankets. pairs.	53	265				
Camlets, English. pieces.	230	3,450	20	300		
Crape, worsted. do.	990	9,900				
Flannel. yards.	80	56				
Lastings. pieces.	560	6,720				
Lustres, figured. do.	850	3,825				
Orleans. do.	254	1,125				
Spanish stripes. do.	108	2,052				
Treasure. taels.		67,600		86,000		21,000
Total.		1,552,110		160,361		23,618

and treasure imported from Chinese ports.

Swatow.		Foochow.		Amoy.		Total.	
Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>
						23 25	58
						212 80	1, 277
						5 85	205
						27	216
						18	54
						66	584
						1, 063	4, 783
						960	3, 840
						23, 650	82, 775
						2, 100	7, 980
						700	1, 540
						500	1, 250
						1 15	46
						69 72	349
						117	702
						4, 518	4, 518
						42	378
						4, 984 67	13, 459
						2, 874 66	8, 049
						74 15	1, 335
						45	8
						3, 000, 000	1, 200
						15	45
						11	242
						105	157
90	58, 500	2	1, 300	2	1, 300	2, 166 50	1, 408, 225
10 86	4, 887					120 06	54, 027
64	512					64	512
						1 50	23
						6 41	38
						1 48	6
						496 32	744
						5 67	57
						10	300
						268 76	1, 210
						36	6
						65	13
						5 60	84
						53	265
						250	3, 750
105	1, 050					1, 095	10, 950
						80	56
						560	6, 720
						850	3, 825
						250	1, 125
						108	2, 052
							174, 600
	64, 949		1, 300		1, 300		1, 803, 638

TABLE No. 6.—*Showing the foreign goods re-exported to Chinese ports.*

Description of goods.	Shanghai.		Chefoo.		Swatow.		Total.	
	Quan.	Value.	Quantity.	Value.	Quan.	Value.	Quantity.	Value.
Cotton piece goods—		<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>		<i>Taels.</i>
cottons, figured.....pieces.			100	220			100	220
drills, American.....do.	33	148					33	148
shirtings, gray.....do.			700	2,450			700	2,450
shirtings, white.....do.			250	950			250	950
Cloves.....pieces.			10 33	62			10 33	62
Fans, paper.....pieces.			32,000	1,280			32,000	1,280
Grass cloth, coarse.....piculs.			1 15	46			1 15	46
Metals—								
iron, bar.....do.			374 85	1,012			374 85	1,012
iron, nail rod.....do.			1,218	3,410			1,218	3,410
Matches.....gross.					250	250	250	250
Medicines.....piculs.			2 76	14			2 76	14
Needles.....pieces.			1,000,000	400			1,000,000	400
Opium, Malwa.....piculs.			11	7,150			11	7,150
Silk ribbons.....do.			57	143			57	143
Rouge.....do.			11	330			11	330
Woollen goods—								
bombazettes, figured.....pieces.			50	300			50	300
bombazettes, worsted.....do.			72	360			72	360
Spanish stripes.....do.	10	180					10	180
Total.....		328		18,127		250		18,705

TABLE No. 7.—*Summary of the coast trade for the year 1866.*

Total value of Chinese produce imported from Chinese ports.....	<i>Taels.</i> 299,106	<i>Taels.</i>
Total value of Chinese produce re-exported to foreign countries.....		
Total value of Chinese produce re-exported to Chinese ports.....	1,908	297,198
Total value of foreign goods and treasure imported from Chinese ports.....	1,803,638	
Total value of foreign goods re-exported to Chinese ports.....	18,705	
		1,784,933
Total value of Chinese produce exported to Chinese ports.....		2,082,131
		1,365,461
Total.....		3,447,592

The Hai-kwas tael is equal to about \$1 60 United States currency.

Table showing the number and tonnage of vessels entered and cleared under each flag during the year 1866.

1866.	ENTERED INWARDS.						CLEARED OUTWARDS.					
	With cargo.		In ballast.		Total.		With cargo.		In ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American.....	6	2,400	2	872	8	3,272	8	3,272			8	3,272
Austrian.....			1	177	1	177	1	177			1	177
Belgian.....	1	311			1	311	1	311			1	311
Bremen.....	11	5,086	4	1,053	22	6,139	22	6,139			22	6,139
British.....	84	33,811	16	6,023	100	39,834	98	38,794	1	648	99	39,442
Danish.....	5	1,286	2	404	7	1,690	7	1,690			7	1,690
Dutch.....	7	2,303	1	210	8	2,513	8	2,513			8	2,513
French.....	1	348	2	844	3	1,192	3	1,192			3	1,192
Hamburg.....	25	8,567	8	2,814	33	11,381	33	11,381			33	11,381
Hanoverian.....	4	618	1	156	5	774	5	774			5	774
Norwegian.....	2	516	1	145	3	661	3	661			3	661
Oldenburg.....	2	403			2	403	2	403			2	403
Prussian.....	32	8,465	5	1,208	37	9,673	37	9,673			37	9,673
Russian.....	2	366			2	366	2	366			2	366
Siamese.....	3	944	1	336	4	1,280	4	1,280			4	1,280
Total.....	192	65,424	44	14,242	236	79,666	234	78,626	1	648	235	79,274

Table showing the duties collected under each flag during the year 1866.

Flags.	Opium.	Import.	Coast trade.	Export.	Tonnage.	Total.
	<i>Tls. m. c. c.</i>	<i>Tls. m. c. c.</i>	<i>Tls. m. c. c.</i>	<i>Tls. m. c. c.</i>	<i>Tls. m. c. c.</i>	<i>Tls. m. c. c.</i>
American	556 8 0 0	25 7 5 8	12 0 3 8	2,781 4 0 7	486 0 0 0	3,862 0 0 3
Austrian .....	.....	.....	.....	270 0 0 0	.....	270 0 0 0
Belgian	50 0 0 0	369 0 0 6	.....	567 8 7 2	124 4 0 0	1,111 2 7 8
Bremen	718 0 0 0	714 8 6 6	2,303 6 1 2	7,131 9 2 6	646 8 0 0	11,515 2 0 4
British	47,920 1 0 0	1,921 2 4 9	1,407 7 2 0	38,269 0 4 0	2,872 0 0 0	92,390 1 0 9
Danish	2,190 0 0 0	235 6 2 4	42 9 5 2	1,931 9 8 1	89 6 0 0	4,490 1 5 7
Dutch	2,118 6 0 0	272 9 9 7	175 0 0 6	2,921 3 9 4	287 2 0 0	5,775 1 9 7
French	1,170 0 0 0	.....	1 6 7 5	1,387 2 6 0	.....	2,558 9 3 5
Hamburg	8,206 0 0 0	1,495 8 4 7	1,301 8 9 4	12,579 9 1 2	1,680 0 0 0	25,263 6 5 3
Hanoverian	2,405 0 0 0	146 1 6 8	336 2 5 1	2,462 4 3 6	270 8 0 0	5,620 6 5 5
Norwegian	984 0 0 0	.....	147 7 1 1	899 8 3 9	.....	2,031 5 5 0
Oldenburg	150 0 0 0	.....	3 9 9 0	809 4 2 0	14 8 0 0	978 2 1 0
Prussian	10,009 8 2 5	2,194 5 1 1	1,047 7 6 7	11,876 6 3 9	924 0 0 0	26,052 7 4 2
Russian .....	.....	5 3 3 3	7 8 7 5	270 4 7 4	.....	278 8 8 2
Siamese	740 1 0 0	426 2 7 8	.....	1,485 2 0 4	284 0 0 0	2,935 5 8 2
Total	77,218 4 2 5	7,802 8 3 7	6,788 4 9 1	85,644 8 0 4	7,679 6 0 0	185,134 1 5 7

AMOY, CHINA—C. W. LE GENDRE, *Consul.*

SEPTEMBER 30, 1867.

I have the honor to transmit herewith my report on the trade of Amoy for the year ended this date.

Table A, enclosure number 1, shows the arrivals and departures of foreign vessels.

Table B, enclosure number 2, shows the export of tea to the United States.

Table C, enclosure number 3, is a statement showing the increase and decrease of the export of tea to the United States during the last season as compared with the previous one.

IMPORT TRADE.

A large portion of the foreign goods imported at this port, comes via Hong Kong, there being two lines of steamers running regularly between Hong Kong and Foo Chow, calling at the intermediate ports of Swatow and Amoy; these steamers do the principal part of the carrying trade of opium, piece goods, and other foreign goods, between the above ports. During the southwest monsoon, however, several vessels, chiefly owned by Chinese, and flying the British or Dutch flag, arrive here from Singapore and Java, bringing opium, birds-nests, beche de mer, rice, sago, ratans, Indian goods of every description, cotton and wollen piece goods, &c. Several Siamese vessels also arrive during the same season of the year, bring salt-fish, deer horns, medicines, wood, &c., from Siam. These latter vessels are usually owned by Siamese, but are chartered by Chinese merchants for a certain sum. The charterers have the whole control of the vessel, placing their own captain and crew on board, and supplying the vessel with stores, &c.

The imports from Saigon chiefly consist of salt fish and rice.

From Manila, the principal imports are cotton, woollen and silk piece goods, fancy goods, ornaments, biche de mer, birdsnests, oil nuts, sesame seed, indigo liquid, &c.

From the Isle of Formosa the staple imports are from KeeLung, coals; from Tiananfoo and Tukao, sesame seed, oil nuts, oil cakes, tea, &c.

The chief articles imported from native ports are the following: from Tientsin, medicine, cotton, peas, millet, &c.; from Newchwang, beans and bean cakes, medicine, &c.; from Chefoo, cotton, beans, bean cakes, medicine, &c.; from Shanghai, silk and silk piece goods, cotton, &c.; from Ningpo, cotton, &c.; from Foo Chow, soft wood poles.

EXPORT TRADE.

Tea, sugar, candy sugar, tobacco, pipes, china ware (coarse), earthen ware, bricks, tiles, dried fruit, preserves, pickles, and grass cloth, are some of the principal goods exported from this port, but of these, tea and sugar candy may be considered the two chief products of the neighborhood of Amoy. Nearly all the tea shipped from Amoy is destined for the United States; last year none was shipped to Great Britain.

GENERAL REMARKS.

I have to note a great depression in the trade of this port during the past year, chiefly owing to the excessive leekim taxes levied upon every article by the provincial Chinese authorities in addition to the legal, tariff duties; in fact during the last month the native traders closed their houses, and discontinued exporting any goods or entering upon any new transactions, on account of this tax; however, as the provincial authorities seemed determined to continue the tax in defiance of orders from Peking to the contrary, the merchants both foreign and native have been compelled to re-open their houses, and resign themselves to their fate. This most unjust tax will, however, as long as it is allowed to be levied, prove a terrible clog to trade of every description.

The following table shows the amount of import duty payable on some of the chief imports, and the amount of leekim tax imposed on the same.

Description.	Import duty.				Leekim tax.			
	<i>Tls.</i>	<i>m.</i>	<i>c.</i>	<i>c.</i>	<i>Tls.</i>	<i>m.</i>	<i>c.</i>	<i>c.</i>
Opium.....per picul.....	30	0	0	0	74	8	8	0
White shirtings.....per piece.....	0	0	8	0	0	2	0	2
Gray shirtings.....per piece.....	0	0	8	0	0	2	0	2
T-cloths.....per 24 yards.....	0	0	4	0	0	1	0	1
Drills and jeans.....per 40 yards.....	0	1	0	0	0	3	8	0

The foregoing table is a fair specimen of the rate of the leekim imposition as compared with the tariff duty agreed to by treaty, and it will be seen that the leekim imposition is a great deal more than double the amount of the tariff duty. The whole amount therefore of import duty and leekim tax on a chest of Patna opium containing 40 balls, and weighing 1.20 piculs, or 160 pounds, and which is now quoted at \$900 per chest, will amount to \$187, Mexican.

Although this tax is not levied on goods imported by foreign merchants and placed in their own godowns, yet as soon as these goods pass into the hands of the Chinese they are immediately imposed.

The leekim has been in operation in Amoy for about two years, and the use to which it is said to be applied is that of paying the expenses of the war at the time the rebels were in this province and in possession of Chang Choo Foo.

Tea.—No tea has yet been shipped for the United States or Europe this season, owing to the unusually high rates demanded by the teamen; the stock is said to be about 400,000 chests, the greater part of which will probably find its way to New York.

Sugar.—The crop of sugar for the present season was unusually large, the out-time being about 400,000 piculs, the average price is about from \$3 60 to \$3 70 per picul; a large quantity of this is used in the manufacture of sugar candy, which is one of the chief products of Amoy.

Guano is now beginning to be appreciated by the Chinese sugar growers, and will, I doubt not, be very extensively used in the place of bean cake as manure; it is sold for about \$3 per picul.

California flour is also beginning to be largely used by the Chinese in the manufacture of vermicelli, which is much consumed about the neighborhood of Amoy, and is also an article of export.

Treasure.—It is highly probable that there will be a regular steam communication between Amoy and the coast ports and San Francisco, in the course of a short time which, no doubt, will have a great effect on exchange, as a large amount of treasure will find its way to China direct from the Pacific coast, at a considerable less cost to the bankers than getting it through England, allowing them to buy bills at a more favorable rate.

American commerce and interest in China must increase as our country is drawn closer by quick communication. The Chinese are not slow in appreciating the advantages of steam, and there cannot be a doubt but the magnificent steamers now plying between San Francisco and China will be the means of increasing the already large traffic and prove a success in every way.

TABLE A.—*Statement showing the nationality, number, and tonnage of vessels arrived and departed at the port of Amoy, China, during the year ended September 30, 1867.*

ARRIVALS.

Nationality.	Date of arrivals.	Cargo.		Ballast.	
		No.	Tons.	No.	Tons.
British	From Sept. 30, 1866, to Dec. 31, 1866 ..	83	37,908	2	1,102
French .....	.....do.....do.....	1	461	.....	.....
Prussian .....	.....do.....do.....	38	11,056	5	1,163
Sundry* .....	.....do.....do.....	20	6,691	2	309
British	From Dec. 31, 1866, to March 31, 1867 ..	66	34,228	6	3,172
French .....	.....do.....do.....	1	189	.....	.....
Prussian .....	.....do.....do.....	33	7,940	1	225
Sundry* .....	.....do.....do.....	8	2,682	1	243
British	From March 31, 1867, to June 30, 1867 ..	85	38,880	2	1,651
French .....	.....do.....do.....	1	227	.....	.....
Prussian .....	.....do.....do.....	35	8,713	.....	.....
Sundry* .....	.....do.....do.....	11	3,522	1	66
British	From June 30, 1867, to Sept. 30, 1867 ..	88	37,505	3	798
French .....	.....do.....do.....	1	227	.....	.....
Prussian .....	.....do.....do.....	31	7,441	1	189
Sundry* .....	.....do.....do.....	25	8,787	.....	.....
British	From Sept. 30, 1866, to Sept. 30, 1867 ..	322	148,521	13	6,723
French .....	.....do.....do.....	4	1,104	.....	.....
Prussian .....	.....do.....do.....	137	35,150	5	1,163
Sundry* .....	.....do.....do.....	64	21,682	2	309
American	From Sept. 30, 1866, to Sept. 30, 1867 ..	7	1,300	.....	.....

DEPARTURES.

Nationality.	Date of departures.	Cargo.		Ballast.	
		No.	Tons.	No.	Tons.
British	From Sept. 30, 1866, to Dec. 31, 1866 ..	85	37,280	2	750
French .....	.....do.....do.....	.....	.....	1	461
Prussian .....	.....do.....do.....	41	10,414	7	1,780
Sundry* .....	.....do.....do.....	22	6,778	.....	.....
British	From Dec. 31, 1866, to March 31, 1867 ..	68	35,698	10	4,298
French .....	.....do.....do.....	.....	.....	1	189
Prussian .....	.....do.....do.....	33	8,093	2	498
Sundry* .....	.....do.....do.....	12	3,941	.....	.....
British	From March 31, 1867, to June 30, 1867 ..	76	34,911	6	4,108
French .....	.....do.....do.....	1	227	.....	.....
Prussian .....	.....do.....do.....	32	7,739	5	1,788
Sundry* .....	.....do.....do.....	7	2,121	2	747
British	From June 30, 1867, to Sept. 30, 1867 ..	84	34,698	7	2,580
French .....	.....do.....do.....	.....	.....	1	227
Prussian .....	.....do.....do.....	22	4,944	6	1,633
Sundry* .....	.....do.....do.....	18	6,441	.....	.....
British	From Sept. 30, 1866, to Sept. 30, 1867 ..	313	142,587	25	11,736
French .....	.....do.....do.....	1	227	3	877
Prussian .....	.....do.....do.....	128	31,190	20	5,699
Sundry* .....	.....do.....do.....	59	19,251	2	747
American	From Sept. 30, 1866, to Sept. 30, 1867 ..	4	693	5	1,096

* Sundry includes Siamese, Spanish, Dutch, Danish, Norwegian, &c.

TABLE B.—*Statement showing the export of tea to the United States, from the port of Amoy, China, during the year ended September 30, 1867.*

Date.	Vessels.	Flag.	Congou.	Oolong.	Orange pekoe.	Total.
			<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
October 5, 1866	1	British.....	.....	499,600	.....	499,600
October 11, 1866	1	.....do.....	60,419	535,178	.....	595,597
October 18, 1866	1	.....do.....	82,744	538,937	.....	621,681
November 4, 1866	1	.....do.....	47,454	1,003,956	.....	1,050,410
November 22, 1866	1	.....do.....	13,231	520,793	.....	524,024
December 7, 1866	1	American.....	584	426,286	.....	426,870
January 25, 1867	1	Bremen.....	6,457	289,469	.....	295,926
January 25, 1867	1	British.....	9,138	548,917	3,754	561,809
Total.....	8	.....	220,027	4,363,036	3,754	4,586,817

Value of the above, including costs and charges, \$1,052,777.

TABLE C.—*Statement showing the increase and decrease of the export of tea to the United States during the last season, as compared with the previous one.*

Date.	Vessels.	Flag.	Congou.	Oolong.	Orange pekoe.	Total.
			<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
September 13, 1866.....	.....	American.....	131,239	578,937	.....	710,176
From October 1, 1866, to Sept 30, 1867.	In 8 vessels, as per table B.	.....	220,027	4,363,036	3,754	4,586,817
Season 1865 and 1866.....	.....	.....	351,266 119,867	4,942,073 3,350,843	3,754 17,544	5,297,093 3,488,248
Increase last season.....	.....	.....	231,405	1,591,230	.....	1,822,635
Decrease last season.....	.....	.....	.....	.....	13,790	13,790
Total increase last season.....	.....	.....	.....	.....	.....	1,808,845

DECEMBER 31, 1867.

The exports from Amoy for the quarter ending this day consist of—

Oolong teas to the value of.....	\$14,963 86
Total for quarter ending March 31, 1867.....	160,578 77

Total for six months.....	175,542 63
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CHEFOO—E. T. STANFORD, *Consul*.

JULY 8, 1867.

I have the honor to transmit herewith a "report of the productions of the north of China," (enclosure No. 1.) An American missionary, residing at Tung-chew-fou, has discovered four coal-bearing hills; the most important one is situated in the Lavtsze-sham, longitude 121° 10', latitude 37° 30', and within 30 miles of Chefoo. The people there try every means to have the knowledge kept secret, in many places erecting their houses on the outcroppings. There are two near Tung-chew-fou, one of which is an interdicted coal mine. A tablet dated 11th year of the reign of the Emperor Kia-King, 6th month 11th day, (A. D. 1806,) issued by the Che-hein mandarin, declares that as the pit disturbs the Fung Shung, &c., it is henceforth closed; afterwards, an application was made to open it, when the libratti took the matter in hand and insisted on its continuing shut. Seeing that this city is an open treaty port, that it is far removed

from the capital, that the pit is in a comparatively quiet place, lying in contiguity with magnetic ore, galena, and silver ore, and that it is within 40 miles by sea to Chefoo, attempts will be made to work it. A Scotch missionary, who has travelled in Shantung more than any other European, speaking of its minerals says, there are three great local producing districts in this province in active operation, the chief of which is in the valley of the Lar-fie-ho, longitude $117^{\circ} 56'$, latitude $36^{\circ} 50'$, including the cities Che Chuen, Zen-shih-chings, and To-shan-hein. This valley runs north and south, the hills on both sides are perforated with coal pits, which produce several varieties—fine bituminous, partly bituminous, and partly anthracite. On approaching this place I met with great quantities of coke; on reaching To-shan-hein I saw three different kinds stowed in large yards, similar to those at railway stations. At home they use it for melting silver, or for purposes when great heat is required.

The second district in importance lies a little to the south of Zichew-fou-long, longitude $118^{\circ} 24'$, latitude $35^{\circ} 15'$. The third district lies 20 miles to the south of Avin-hein-long, longitude $119^{\circ} 12'$, latitude $36^{\circ} 40'$. The coal here is plentiful and of excellent quality, it is not far from the river, and could easily be brought to Chefoo in junks. The usual Chinese fashion of mining is to dig a pit, one hole made in the side of a hill, at a more or less acute angle, when they work on until the water rises, then they leave the place and open another pit. Judging from the huge lumps which are often seen, the coal strata are of considerable thickness.

Iron.—This metal has been found in several places far removed from one another, and in such position as indicates its wide distribution. Black oxide of iron has been produced at a hill called Pan-shan, about 50 le (15 miles) south of Tung-chew-fou. It lies near the surface, is a pure metal, and strongly magnetic; draws a needle after it as the strongest loadstone. It is also found at Tse-nan, not far from the capital of the province.

Gold.—When I began making inquiries, I was astonished at the universal knowledge of the existence of gold. Every one seemed to know of it. There are several places where it is found in great quantities. At Kein Hein, longitude 120° , latitude $37^{\circ} 12'$, marvellous stories relating to the richness of the quartz and of the sand are current among the natives. I was told that a teacup full of quartz would sometimes yield two ounces of gold, a hundred catties of sand were worth 1,000 cash, (\$1;) also, that many years since a man came from Shen se with 300 followers, and in two months cleared 50,000 ounces, after paying all expenses. Two or three years ago a company of respectable men made proposals to the district magistrate to work the mine, but he demanded 10,000 tad (\$14,800) in hand before he would suffer them to commence. They offered 3,000 tad, (\$4,440,) which was refused. Ku Wein, about 18 miles southwest by south from Chefoo, is famed as a market for gold dust. It is procured from the streams which flow from the Zoe-tsze-shan; also at Hung-hei-chu, and many other places.

Lead ore, containing lead and silver, appears to be very widely distributed over the eastern portion of the province; specimens have been obtained from King-ho-shan, 13 miles east by south from Tang-chu, and from Ninghai, both of which are excellent, containing about 80 per cent. of lead. In reference to King-Kio-Shan, I am told that while on the south side of the hill lead prevails, on the north side silver predominates.

Precious stones are found in large numbers among the people. The place most famous for them is a hill about 30 miles south of Tse-me, longitude $120^{\circ} 32'$, latitude $36^{\circ} 22'$. This mountain forms one of the Nagan Shan range, and is crowned with temples.

The priests every year obtain a very large income from their sale. Rock crystals of various shades predominate, of which they make spectacles.

Asbestos.—This strange fossil mineral is found at King-wo-shan, also at

Lavtze-sham; the natives use it for making fire stove crucibles, and other fire-proof purposes.

The fibre is good and very feathery. The mineral would make most excellent fire brick, which would be cheaper and more durable than others. This is worthy of the consideration of the masters of steamers. On the coast sulphur is procured in several parts of the province.

I found the natives making copperas (sulphate of iron) at different places in the valley of Lar-fev-ho. There is a number of sulphur baths; one about 20 miles to the east of Shanghai, 40 miles from Chefoo, at Chow-ty-nan, 75 miles, and at Ishan-tang, 60 miles from Chefoo. At all these places there are regular bathing tanks free to all. Those at Tynan are the most remarkable and the best.

Saltpetre is found in several places. At Kin-chi, longitude $119^{\circ} 34'$, latitude $36^{\circ} 16'$; also at Po-shan-hein.

Glass is manufactured in great quantities at Po-shan-hein. I found them making excellent window glass, blowing bottles, cups, beads, &c. They also run it into rods, about 30 inches, which they tie up in bundles and export into the country. This pig glass costs 100 cash (10 cents) per cutty ($1\frac{1}{2}$ pounds) at the manufactory.

I think that Chefoo must eventually become a place of great importance, if permission can only be obtained to work these mines. There would be little doubt of it, having a fine bay, open free from sea during the whole year, a fair and beautiful climate, and the only port on the north side of Shantung. On the opening of Corea it will do a large business with the ports on the west coast. A large trade is springing up with Japan. Passiett obtains all its supplies from here, and sends most of its products to this port.

This province has all the elements of power, which time must bring out.

OCTOBER 3, 1867.

I have the honor to transmit herewith my report for the year ended September 30, 1867, together with four enclosures, A, B, C, D.

Enclosure A shows the nationality, number, and tonnage of vessels arrived at and departed from Chefoo during the year. Enclosure B a comparative statement of the amount of duties collected from American vessels for the first nine months of 1866 and 1867, by which it will be seen that American interest has greatly increased at this port.

Enclosures C and D are comparative statements of principal imports and exports for the first quarter of 1866 and 1867.

Owing to the presence of the rebels in the immediate vicinity of Chefoo during the months of June, July, and August, all trade with the interior at once ceased. Very little was done in the harbor. Vessels coming here seeking freights immediately left for other ports. Consequently there is a great decrease, both in imports and exports, cotton and woollen piece goods excepted, which are more largely imported than ever.

* * * * *

Trade begins to improve and it is confidently expected that a large import trade will be done this fall. Trade here is fast passing into the hands of the Chinese. Nothing but direct importations from home will enable foreigners to hold it in their hands.

Two vessels have arrived direct from England with coal. Several more are under way laden with coal and assorted cargoes.

This year there has been imported 4,317 tons of coal. This includes coal from Japan, Formosa, Australia, and England. English coal sells from \$20 to \$25 per ton; Australian, \$16; Japan, \$13; Formosa, \$10. No anthracite coal is to be had.

A.—Statement showing the number and tonnage of vessels entered and cleared for the year ended September 30, 1867.

Nationality.	ENTERED.						CLEARED.					
	With cargo.		In ballast.		Total.		With cargo.		In ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American	38	32,412	24	17,656	62	50,068	39	31,301	23	18,767	62	50,068
Bremen	19	4,389	5	2,012	24	6,401	23	7,503	2	1,303	25	8,806
British	125	491,126	55	20,564	180	69,590	139	52,926	36	15,275	175	68,201
Danish	6	1,633	6	1,327	12	2,960	11	2,773	.....	.....	11	2,773
Dutch	11	4,198	4	1,288	15	5,486	14	5,006	.....	.....	14	5,006
French	6	1,513	5	1,807	11	3,320	5	1,139	5	1,164	10	2,303
Hamburg	46	14,117	15	5,236	61	19,353	60	19,180	2	647	62	19,827
Hawaiian .....	.....	.....	1	150	1	150	1	150	.....	.....	1	150
Mecklenburgh .....	.....	.....	1	267	1	267	1	267	.....	.....	1	267
Norwegian	4	932	2	680	6	1,612	6	1,612	.....	.....	6	1,612
Dutch	4	877	1	288	5	1,165	5	1,165	.....	.....	5	1,165
Prussian	38	10,071	29	7,174	67	17,195	62	15,271	5	1,709	67	16,980
Siamese	24	11,145	.....	.....	24	11,145	27	12,338	.....	.....	27	12,338
Swedish	2	602	2	539	4	1,141	4	1,141	.....	.....	4	1,141
Total	323	130,915	150	58,938	473	189,853	397	151,772	73	38,865	470	190,637

B.—Duties collected under the American flag for the first nine months of 1866 and 1867.

Quarters.	Tonnage.	Opium.	Import.	Coast trade.	Export trade.	Tonnage dues.	Total.
1866.							
First quarter*	.....	.....	.....	.....	.....	.....	.....
Second quarter...	1,223	.....	2 2 5 0	31 4 2 7	582 5 7 9	299 7 0 0	915 9 5 6
Third quarter	13,243	3871 5 0 0	141 0 4 0	1322 9 6 1	1924 4 6 3	175 2 0 0	7435 1 6 4
Total	14,466	3871 5 0 0	143 2 9 0	1354 3 8 8	2507 0 4 2	474 9 0 0	8351 1 2 0
1867.							
First quarter	2,392	1062 0 0 0	110 4 0 0	749 8 9 7	629 3 1 3	152 0 0 0	2703 6 1 0
Second quarter	13,150	5287 0 0 0	1281 6 6 3	572 5 0 3	1129 6 6 7	194 4 0 0	8465 2 3 3
Third quarter	26,907	9676 3 9 9	124 2 1 5	335 9 4 8	2085 7 9 5	796 4 0 0	13018 7 5 7
Total	42,449	16025 3 9 9	1516 2 7 8	1658 3 4 8	3844 7 7 5	1142 8 0 0	24187 6 0 0
Gain of 1867....	27,983	12153 8 9 9	1372 9 8 8	303 9 6 0	1337 7 3 3	667 9 0 0	15836 4 8 0

* No American vessels here during the first quarter of 1866.

C.—Comparative statement of the principal imports for the first quarters of 1866 and 1867.

Articles of import.	1866.				1867.				Gain.	Decrease.
	1st quarter.	2d quarter.	3d quarter.	Total.	1st quarter.	2d quarter.	3d quarter.	Total.		
Opium.....	1,649	638	658	2,945	938	609	222	1,769	2,945	1,176
Cotton piece goods.....	51,581	49,362	66,817	121,337	59,857	100,453	17,337	177,637	121,337	56,300
Iron.....	3,907	5,027	948	9,882	1,530	2,913	946	5,389	9,882	4,483
Lead.....	271	103	605	979	.....	416	8	424	979	553
Tin.....	191	200	.....	391	24	727	.....	751	391	360
Matches.....	10,170	7,100	3,008	20,278	2,415	5,000	.....	7,415	20,278	12,863
Needles.....	17,000,000	14,390,000	3,090,000	34,480,000	6,654,000	9,380,000	1,000,000	17,034,000	34,480,000	17,446,000
Seaweed.....	17,770	10,456	20,617	48,843	9,070	6,884	18	15,972	48,843	32,871
Woollen goods.....	1,826	4,370	3,362	9,558	3,506	18,013	1,834	23,353	9,558	13,795
White sugar.....	5,347	14,933	15,410	35,690	4,337	13,174	132	17,643	35,690	18,047
Brown sugar.....	20,520	48,635	52,045	121,200	23,459	31,077	12,867	67,403	121,200	146,197
Sugar candy.....	540	206	3,779	4,525	378	1,684	451	2,513	4,525	2,012
Total sugar.....	26,407	63,774	71,234	161,415	28,174	45,935	13,450	87,559	161,415	73,856
Paper, first quality.....	3,124	3,527	10,427	17,078	1,231	1,387	.....	3,005	17,078	14,073
Paper, second quality.....	6,616	10,595	6,599	23,810	12,028	7,493	251	19,772	23,810	4,038
Total paper.....	9,740	14,122	17,026	40,888	13,259	8,880	638	22,777	40,888	18,111

D.—Comparative statement showing the principal exports for the first nine months of 1866 and 1867.

Articles of export.	1866.				1867.				Decrease.		
	1st quarter.	2d quarter.	3d quarter.	Total.	1st quarter.	2d quarter.	3d quarter.	Total.		Gain.	
Bean cake	139,498	259,100	135,037	533,615	309,906	203,327	13,473	526,706	533,615	.....	6,909
Cotton.....	10,061	9,602	12,220	31,883	1,007	89	505	1,601	31,883	.....	30,282
Dates.....	6,698	1,308	4,077	12,083	5,810	766	2,170	8,746	12,083	.....	3,337
Peas.....	84,666	100,640	112,414	297,720	92,989	66,369	24,619	183,977	297,720	.....	113,743
Silk pongees.....	103,35	241,16	183,31	527,82	107	261	71	439	527,82	.....	88,82
Tobacco.....	314	82	.....	396	72	242	3	317	396	.....	79
Vermicelli.....	7,405	10,257	1,825	19,487	10,720	7,452	2,488	20,669	19,487	1,182	.....

NORTH CHINA.

The French imperial commission for the Paris Exhibition of 1867 having determined that the products of the north of China should appear amongst the other foreign national contributions to the Universal Exposition, measures have been taken to collect as many as possible of the substances and materials that either exist originally or are manufactured specially in the northern provinces of the Chinese empire. The collection of these articles goes forward by the present French mail per *Messageries Impériales*, and as it may be interesting to know what they consist of, the following particulars, gathered from a reliable source, are presented for public information.

First of all these productions comes the wild brown silk, made from the wild silk worms indigenous to the provinces of Liautung and Shantung. There are specimens of three different qualities of reeled silk together with pierced cocoons, and silk pulled from such cocoons without being reeled. The quantity of wild brown silk obtainable in the north of China is considerable. The extent of country in the province of Liautung where the wild silkworm abounds is, according to the report of her Majesty's consul at Newchwang, 150 miles long by 100 miles broad. In the province of Shantung the region of wild silk worms covers an equally large area. At present, the silk reeled from the wild cocoons cannot be dyed except in black or dark colors, but a better mode of reeling the silk might be taught to the natives, and a serviceable article would be obtained. The quantity of wild brown silk that could be bought in the neighborhood of Cheefoo exceeds 1,200 piculs per annum, but it is nearly all consumed in making pongees by the native weavers.

The yellow and white silk from central and southern Shantung is represented in the collection. Communication with these silk districts is difficult, and until a railroad open up the country but very little silk will be brought to the Chefoo market. The north of China, when properly brought within the influences of modern civilization, may afford a supply of silk that will enable it to bear a more favorable comparison with the southern provinces than it now obtains.

Manufactured silks, plain and colored, coarse and fine, from several districts of Shantung have here also found a place.

Cotton and cotton goods form an important item in the productions of north China. The cotton cloths are plain and colored. Some are woven in patterns of two and three colors. Others have colored patterns printed on them. There are carpets made from cotton and dyed in various colors manufactured in Shantung, and thick cotton cloth of a bright red, like long ells in appearance, made in Chili.

The wool and woollen manufactures of the north have also been collected as far as is possible at present. There is white lambs' wool plush, made at Kinchau in Liantung, which is worthy of notice from its delicate finish and its great utility for warm underclothing. Woollen stockings both knitted and made of felt. Woollen felt hats of a dozen different sorts and qualities—felt carpet of different colors—felt shoes and socks, remarkable for the softness and durability of the material. There are woollen carpets woven in patterns of several colors of the fashion and texture of Turkey carpets, which are made both in Shantung and Liau-tong.

Time would not permit obtaining the fine carpets from Páu-ting-fu in the province of Chili. These thick woollen carpets can be made of large size and of various patterns, and with as many as 13 different shades of color.

Camels' wool also figures in the collection as well as stockings and rugs made of that material. There are also some curious rugs made from cows' hair.

Specimens of hemp and long grass grown in Shantung and Liau-tong, together with rope made from these articles have also been sent forward.

Several sorts of straw braid too, also paper made from straw, and paper made from hemp and other northern fibres.

Glass of different colors made in central Shantung. White and red matting. Shoes made of straw, hemp, and grass. Isinglass from Liau-tong. Transparent vermicelli made from a small green pea grown in Shantung. Ginseng, white and red. Farina of the Lotus root similar to arrowroot. Baskets from Chili and baskets capable of holding water from Shantung. Crucibles for melting silver. Hair sieves. Musical instruments. Furs. Clay images from Chili. Jade carved. Screens from Laichu. Oil from Liau-tong. Soap. Seeds of nearly all the grains and pulse grown in the north of China, especially the oil-producing kinds. There are also dye-stuffs. Madder from Shantung. Indigo. Yellow and green vegetable dyes, and a very fine crimson vegetable dye from Shantung and Honan.

The collection of minerals is an important addition to our knowledge of the resources of north China. A complete cabinet of specimens of manufactured iron from Shansi has been obtained through the enlightened kindness of the Rev. A. Williamson, of Chefoo, who, during his late journey through the northern provinces of the empire, took the trouble to acquire samples of mineral ores and manufactures. Another cabinet of mineral ores found in Shansi, Shensi, Chili, Liau-tung and Shantung displays the several qualities of iron ore, lead ore, coal, asbestos, cinnabar, all existing in astounding abundance in north China.

Large specimens of coal from the Peking mines, from two coal districts in Shantung, and from Liau-tung, will be so many evidences of the national wealth of this portion of China.

Some splendid lumps of Galena lead ore, (sulphuret of lead,) containing about 80 per cent. of lead and two per cent. of silver, which have been found at Ninghai in Shantung, close to Chefoo, and lead ore of a similar description from Tung-chow-fu will doubtless attract attention as an inducement to hasten the opening up of such a rich country to European enterprise.

The neighborhood of Tung-chow-fu affords vast quantities of magnetic iron ore (the black oxide of iron) of very superior quality, and samples of this ore form part of the collection.

The existence of all this mineral wealth which has been brought to light, as far as Europeans are concerned, by the researches made to obtain specimens of north China productions for the Paris Exhibition, naturally suggests the thought how much longer are these means, so bountifully afforded by Providence for the benefit and comfort of the human race, to be retained in useless inactivity and non-productiveness by the ignorant and superstitious policy of the Chinese government. European nations, and especially Great Britain, have a high social mission in China, as well as in other countries that are now being brought within the influence of western enlightenment. It is useless to discuss as open questions the practical conclusions of the political economy of the 19th century, or to take as the basis of our future policy with the barbarous government of China the crude imaginations which it still is guarded by, but which we have abandoned forever, to the great benefit and advancement of our generation and those that will follow. It would be an ingratitude to the social and scientific truths that have made us the wealthy and powerful people which we are, to allow them to be ignored where we have the means of manifesting them, and ingratitude to nature, which has already yielded so much of its treasure to our keeping for the adornment and perfection of the world, to allow so vast a remaining portion of its wondrous resources to be imprisoned in the slumber of decay and slothful uselessness. Duty, as well as interest, point out what we ought to do in China on behalf of the whole human family, and for their right to a share in the mineral riches that have been created by Providence for the use of mankind. Nothing that the Chinese government can adduce in behalf of barring out the natural and social claims of Europeans to a part of China's natural pros-

perity can stand for an instant against the principles which form the basis of the social existence of the better part of the world's citizens.

The Chinese people are not only willing but desirous to have the mines of metals opened to their industry. They have unconsciously and insensibly outgrown the restrictive doctrines which fitted them so uncomfortably.

They are practically indifferent to the beneficent patronage of the Tungsins, and would hail with delight the more material and less shadowy assistance of the practical arts and sciences that we are prepared to give them, for their abandonment of the imaginary protection of the fancies that have been tried and found wanting amidst the calamities that have so long disturbed the peace and well-being of the empire. No people in the world are more ready or better prepared to receive what are called modern improvements, but what have more right to be termed the too tardily recognized principles of human government and worldly happiness. This long blindness of centuries has led the Chinese into the ditch of decay and decrepitude, and so long as that dark veil is unlifted from their minds, deeper still will they plunge into the slough of national annihilation. With all their social inferiority, they retain, however, that intuitiveness which, belonging to their human nature, cannot be entirely obliterated, and which craves after the liberty of expanding itself as it has done among western nations. So strong is this yearning after useful and humanizing truths, that every practical theory offered them is heartily adopted and made their own. The intercourse of European merchants with the Chinese during the last seven years proves this, and especially records many a successful opening of the native mind and habits to the improvements in knowledge that the western nations have been permitted to present to them. And so it will be as other ameliorations are proposed to this vast people, who are eagerly craving after whatever will conduce to their well-being. No people and no country are so ripe for railroads and telegraphs. No nation needs them more than China. The only purpose to be served by recommendations to delay this question, out of regard to native prejudices, will be to show still more clearly the total contrariety of opinion between the Chinese people and their rulers. It is not by bolstering up the ridiculous official verbiage, which no mandarin believes sincerely, that we are to win our way in China. We are here as citizens of the 19th century, who came to the east with the fixed purpose, avowed by our own government, of assimilating these peoples to our ways of thinking and living. We are not the chance-driven exiles from home who, seeking shelter on Chinese shores, are content to put up with small mercies, and be thankful for them. We have come to the east to win, by reason and example, a willing return for all the pains, the blood, and the wealth that we have devoted to open this country. We have no right to be here unless we advance and proclaim our identity with progress. To stand still is to recede, and our right to remain here can only be commensurate with our using our stay as we ought. This question of how we are to use our stay cannot be decided by referring to the past, of which we are the natural antagonists and conquerors, nor by the ancient absurdities with which modern Chinese statesmen fill their unsatisfactory despatches. It has to be decided by the present time, glowing with practical and proven real useful truths, and by the future that, under the influence of the light which Providence has given us, is opening out still more hopefully for all. The claim that Europeans make for railroads and telegraphs in China is founded on the natural essential tendency towards the progress of mankind which, if opposed, turns back on the unheeding nations, and devotes its energies to their destruction. If the representatives of the western nations at Peking act in opposition to the principles of the peoples and sovereigns in the 19th century, whose interests they are bound to further and protect, they are no longer the true representatives of such nations as they now exist. It is the present generation that demands to be heard in the council chambers of Peking, by the voice of western people as they exist and

act in the 19th century. We do not require to have the past discussed, either in its principles or in its being allowed to abide in the fullness of its abuses of the gifts of nature. It has been settled by the last war that the old era, with its unnatural traditions, should give way to the new season of development and progress. The evidence of all those who have had dealings with the Chinese shows that they must be treated like children. They will doubtless urge antiquated prejudices, all the more inadmissible from their long proven worthlessness, as reasons for staying the reconstruction of this empire, and they will assuredly comport themselves in personal conferences with the arrogant and false self-possession that answers so admirably until it is dissipated by the superior and truthful bearing and perseverance of western statesmen. But all this will yield to the firm representations of the claims of our day. A moderate firmness and a thorough and earnest conviction of the rightfulness of European demands to open up China on the part of our ministers, will very soon meet with success. No destiny can be more honorable to ministers than to introduce measures into China that will be its salvation, and no occupation more agreeable than to present practical truths for acceptance in China that are received and approved by the sovereigns and peoples in the west. One favorable feature in the renovation of China now being attempted, is the accord in policy between the western diplomatists at Peking. No jealousy can arise. They have all the same ends to obtain, and by their united efforts they will be able to succeed. Thus no British, French, American, and Russian exclusive schemes can be adopted. Only an international system or combination for making railroads and telegraphs can succeed. The Chinese government, in listening to a united proposition from all its fellow nations, would receive a mighty guarantee for its own safety, and the great work would proceed for the benefit of all. It is of no use waiting; the material difficulties urged by Prince Kung against railroads are less now than they will be later on, and the sooner the affair is settled the more obstacles will be avoided for the future. If the Chinese government would only undertake to build the roads under the supervision of western engineers, and retain them as government property in the same way as they are in Belgium and other parts of Europe, no difficulty would exist as to getting sufficient capital loaned to the Chinese government for this purpose, on the security of the railroads themselves, the adjacent mines, and general revenue. The Chinese government would naturally in this case commence their railroad system from Peking and in the north of China. The researches lately made to ascertain the reliable quantity of coal and iron in the north of China, to illustrate the Paris Universal Exhibition of 1867, have brought to light that these valuable accessories to railway construction are to be found adjacent to the lines of road that would be first constructed in the northern provinces, and from the iron and coal mines of Shantung and Shensi the means could easily be extracted to extend the iron roads to the southern portion of the empire.

If the evidence now adduced and sent to Europe, that the north of China possesses the means in abundance of constructing railroads, can be of use in bringing about their commencement, no mean result will be attained by the collection of minerals and other productions now going forward to Paris.

CHINKIANG—J. L. KIERNAN, *Consul*.

OCTOBER 19, 1867.

I have the honor to lay before you the report of trade for the port of Chinkiang during the year ended September 30, 1867.

Trade in foreign goods has considerably increased during the year, but it is nearly all transacted by native merchants, who have shown much activity in

this respect in getting the trade into their own hands. They have succeeded at this port, but whether this can be taken as a criterion to show the intention on the part of the Chinese to restrict or limit foreigners to the sea-ports and to regain from them all the inland trade, I cannot decide, but which will likely be revealed at the revision of the treaty. That the Chinese merchants desire this, is quite evident, though whether foreign nations will give up privileges that their subjects now possess, will be determined whether they are to gain or lose by the change. It is very evident that the Chinese must have foreign manufactures, and foreigners must have Chinese productions; therefore, I think that if foreigners would remain with their goods at the sea-ports, and not show so much anxiety to buy, the Chinese would show more anxiety to sell, and would bring their produce from the interior to the sea-ports, thereby creating competition among them to sell, which would tend to lessen the price of teas, for if they cannot dispose of their produce, they cannot purchase foreign manufactures. It cannot be said in its favor that the present system works to the advantage of the foreigners, who have shown so much eagerness and competition among themselves to purchase, that the native merchants taking advantage of this, have held out for high prices, and during the last two seasons, prices have been paid at Hankow for teas higher than they brought at the home market. This has occasioned much loss and many failures, causing the Chinese to look with suspicion upon foreign transactions.

Chinkiang exports little or nothing for the foreign markets, and for this reason foreign merchants have passed her by for the greater inducements offered by the ports of Kinkiang and Hankow. It is very doubtful if Chinkiang can ever regain its former importance, notwithstanding its favorable situation. Owing to the facilities offered by the river steamers, teas and silks have been established as exports of Kinkiang and Hankow. An attempt was, however, made last year by native merchants to bring teas to this port down the river in junks, for reshipment to Shanghai, thinking that enough would be saved thereby in freight to counterbalance the loss in time. It is needless to say that this proved a failure, and is not likely to be tried again, they having learned by experience that steam is the cheapest.

Chinkiang, at the close of the rebellion in 1864, was left nearly depopulated, drained of all its wealth, and left with scarcely a house standing. But the city is fast recovering from the devastation and ruin occasioned by both imperial and rebel forces, and although the people are still greatly impoverished, it is remarkable how readily they adapt themselves to circumstances. Streets that last year presented one mass of broken brick, now contain large and well-built stores; in fact stores cannot be built fast enough to accommodate the growing trade, and one frequently observes a merchant transacting his business covered only by a few mats, while farmers cultivate their fields by day, content at night to lie down with their families among the ruins of their houses until they can earn enough to build. At the present time Chinkiang presents quite an animated appearance and fully one-fourth of the buildings have been rebuilt, and several silk manufacturers have returned.

Coal of a very good quality has lately been found near this port, and of easy access from the river, and could the authorities be induced to permit these mines to be worked, a great advantage would not only be gained at Chinkiang, but Shanghai. Foreign merchant steamers and men-of-war would be greatly benefited thereby. An attempt for this purpose will soon be made, in conjunction with the English consul, with the governor general of this province, and the result I will communicate to the department after the interview.

I have tried to procure for this report the statistics of the salt trade at this port, but as yet have been unsuccessful, not having an interpreter at my command. Could the injunction against foreigners carrying this article as freight be removed, an immense advantage would be gained to them, more especially to

Americans, they having control of nearly all the river steam transportation. The amount of salt annually carried up the river must be enormous, judging from the number of junks engaged in the business. At least 800 of the largest sized junks are continually employed in this traffic.

On the 1st of January, 1867, the Shanghai Steam Navigation Company purchased the only two English steamers at that time running on the river, but not as much prestige has been gained by this purchase to the American flag as there should have been, owing to the fact that they still retain the English flag, their papers not having been as yet turned over by the British authorities at Shanghai; making the relative number of steamers now trading on the river under foreign flags five American and four English, which by right should be seven American and two English.

In conclusion I respectfully refer you to the enclosures herewith, showing the quantity and estimated value of the import trade of Chinkiang for this and the previous year, and the number of arrivals and departures of foreign vessels from October 1, 1866, to September 30, 1867, inclusive.

Statement showing the principal imports at the port of Chinkiang, China, from October 1, 1866, to September 30, 1867, inclusive.

Description.	Oct. 1, 1865, to Sept. 30, 1866.	Oct. 1, 1866, to Sept. 30, 1867.	Value in Mex. dollars, 1867.	Increase in 1867.
Cotton piece goods.....pieces.....	12, 702	43, 602	674, 408	30, 900
Woollen piece goods.....do.....	5, 155	6, 945	110, 175	1, 790
Opium, Malwa.....piculs.....	4, 570	4, 108	3, 286, 400	.....
Patna.....do.....	300	167	125, 250	.....
Sugar, white, foreign.....do.....	1, 719	6, 928	90, 064	5, 209
native.....do.....	14, 951	24, 966	249, 960	20, 045
brown, foreign.....do.....	13, 809	16, 222	123, 776	2, 413
native.....do.....	19, 600	373, 070	186, 535	353, 470
candy.....do.....	655	311	4, 665	.....
Sandal wood.....do.....	7, 096	8, 125	32, 580	1, 029
Nail-rod iron.....do.....	2, 113	4, 162	20, 810	2, 049
Pea oil.....do.....	4, 506	27, 543	826, 290	23, 037
Wood oil.....do.....	65, 512	837, 217	6, 697, 736	771, 702
Dates.....do.....	332	988	9, 880	656
Vegetable tallow.....do.....	12, 306	16, 628	166, 280	4, 322
Henap.....do.....	7, 238	6, 181	86, 534	.....
Tobacco, prepared.....do.....	5, 234	3, 729	55, 935	.....
leaf.....do.....	1, 662	3, 727	54, 178	2, 065
Fungus.....do.....	385	371	3, 710	.....
Paper.....do.....	727	507	25, 350	.....
Medicine.....do.....	134	548	5, 480	414
Grass cloth.....do.....	578	401	2, 005	.....
Treasure.....Tael.....	1, 043, 660	407, 280	407, 280	.....
Total value and increase of imports during 1867.....	.....	.....	13, 245, 281	1, 219, 101

Statement showing the nationality and number of vessels arrived at and departed from the port of Chinkiang during the year ended September 30, 1867.

Nationality.	Arrivals.	Departures.
American steamers.....	251	251
British steamers.....	153	153
American lorchas.....	12	12
British lorchas.....	36	36
Total arrivals and departures.....	452	452

CANTON—EDWARD M. KING, *Consul*.

NOVEMBER 20, 1867.

I have the honor to transmit a statement of the direct trade of this port with the United States for the year ended September 30, 1867. In so doing it is my duty to show that it is derived solely from data in this office, and that consequently it is unreliable as an exhibit of the actual sum total and particulars of our trade with this port, since considerable quantities of merchandise pass through Hong Kong to the United States without record at this consulate.

I have taken measures which will in future enable me to render these returns more full and explicit; with the limitation to precision it may be briefly remarked:

1. That the value of the raw silk may be taken to represent a fair average shipment of that article. It has become, and is likely to remain, the most important article of export from this consular district to the United States.

2. Matting, now ranking second in money value, has been shipped rather too freely during the past year, and some reduction in the export of this article will probably appear during the current year.

3. Tea, ranking as third in money value, no longer finds its outlet here in any considerable volume, so long as trade is unobstructed at Shanghai, Foochow, and Amoy.

4. Fire-crackers are less in favor in the United States since the great fire at Portland, Maine.

5. Sundries: under this head cassia has fallen off in shipments, costing above the average of late years; of the other articles, silk fabrics, once forming a very important item in the export trade to the United States, are not likely to figure again to any extent until the present almost prohibitive duties are removed from such goods as Chinese looms produce.

6. Of the trade of this port generally, it may be said that the past year, taken as a whole, can be considered approximative of the average to be exported for the next few years.

The province may be considered prosperous, the silk and other crops having been very productive for several years past. What Canton requires to restore it to its former position as a foreign mart is railroad communication with the interior.

DECEMBER 31, 1866.

Statement showing the description and value of exports from the port of Canton to the United States during the several quarters of the year ended September 30, 1867.

Silk.....	\$363,280 50
Fans.....	34,111 76
Camphor and camphor wood.....	4,423 15
Matting.....	213,676 66
Cassia.....	2,629 00
China ware.....	3,695 49
Fire-crackers.....	60,202 65
Tea.....	52,785 18
Straw braids and hats.....	24,441 60
Vermilion.....	737 02
Crapes.....	2,503 00
Sundries.....	28,721 09
Total for quarter ended December 31, 1866.....	791,207 10
Total for quarter ended March 31, 1867.....	478,113 49
Total for quarter ended June 30, 1867.....	176,334 43
Total for quarter ended September 30, 1867.....	370,273 48
Grand total.....	1,815,928 50

SWATOW—J. C. A. WINGATE, *Consul*.

OCTOBER 23, 1867.

I have the honor to submit the following as my annual report for the year ended September 30, 1867.

The number of American vessels arrived during the year was nine, with a tonnage of 3,603 tons; the number of departures was 11. The arrivals were far less than the previous year, and the tonnage 2,121 tons less.

During the year we have four times had the pleasure of seeing a national vessel in the harbor.

While there has been complaint of general stagnation of business in China, I think this port has been measurably prosperous.

The report of the commissioner of customs for the year 1866 gives the following results, which will show the state of trade as compared with the two previous years.

Estimated total values of the native export trade for the past three years are as follows:

1864, \$4,764,806; 1865, \$4,073,549—a decrease of \$691,257; 1866, \$4,611,730—an increase of \$538,181, or a decrease of the three years of \$153,076.

Estimated total values of the entire trade during the past three years are as follows:

1864, \$13,369,499; 1865, \$14,981,403—an increase of \$1,611,904; 1866, \$17,027,439—an increase of 2,347,036—a total increase on the three years' trade of 3,958,940.

Of this last year's increase more than \$1,000,000 is in the single item of opium imported. At the present time a very large amount of cotton from India is being imported.

The first rice crop of this year was very poor. The prospect for the one to be harvested next month is exceedingly favorable. The sugar crop, also, promises well. Considerable damage was done to crops by a typhoon on the 14th of July, of which the force was spent in the interior. The season, in other respects unusually pleasant, has been remarkable for the number of typhoons on the coast.

Swatow itself is growing rapidly. The people in the vicinity are slowly losing their hostility to strangers. The opposition to opening the Choo-Chow-Foo, however, still continues strong. The visit of her Britannic Majesty's acting consul, which I mentioned in my last annual report, appears to have accomplished little. A Scotch missionary spent a week here this summer without disturbance, but the mere leasing of a building in the city by a foreign firm was the occasion of a riot, incited by the literati, and reaching in its course a chapel rented by American missionaries residing here. Her Britannic Majesty's gunboats have been unable to reach the city, and, in the absence of such protection, foreigners can hardly expect to derive much benefit from an official opening.

In view of this continued hostility at the Foo city, and the fact that foreigners could not there count upon the protection of an armed vessel, I think that for the present more good would accrue to trade if the opening of this city were exchanged for that of the large district city of Kit-y-ang, which is the centre of the sugar trade—which would also afford opportunity to introduce river steamers and eventually greatly benefit the Chinese by breaking up the bands of river pirates.

Clan fighting has been prevalent during the past season, the sound of the guns being sometimes heard here for several days in succession. A number of villages have been destroyed.

While the inhabitants of this department are more turbulent and rude than in other parts of China—many of the boatmen going entirely naked in the warm

weather—those who are competent to judge represent them as possessing both physical and mental activity in a much greater degree than the natives of other sections, north or south. I have recently seen the report of the master of the American bark *Penang*, published in a Hong Kong paper, in which it is said that, during most trying weather, for several days, his crew of Swatow sailors exhibited all the daring, constancy, and endurance of Europeans.

FOOCHOW—A. CANFIELD, *Consul*.

DECEMBER 31, 1866.

Statement showing the description and value of exports from this port to the United States for the quarter ended this day, (compiled from consular returns.)

Description.	Value.
Tea.....	\$907,025 96
Curiosities.....	162 80
Total for quarter ended December 31, 1866.....	907,188 70
Total for quarter ended March 31, 1867.....	627,187 56
Total for quarter ended June 30, 1867.....	23,537 69
Total for 9 months.....	1,557,913 95

HAWAIIAN ISLANDS.

HILO—I. WORTH, *Acting Consul*.

SEPTEMBER 30, 1867.

I have the honor to report that an extraordinary session of the legislative assembly was called by his Majesty, and assembled on the 2d day of September, to act on a treaty of reciprocity between this kingdom and the United States of America, which assembly, having acted favorably on said treaty, were prorogued by his Majesty on the 16th ultimo. A treaty of commerce and navigation between this kingdom and Italy was ratified in May, 1867. No material change has taken place in the commercial relations of this kingdom except the above. By a census taken in December, 1866, it appears that the decrease of natives on the island since the census of 1860 is 1,900; total native population in December, 1866, was 21,136, and steadily decreasing.

There has been manufactured in this consular district during the last year about 2,400 tons sugar, with the usual quantity of molasses. Plantations, with one exception are in a flourishing condition; one, having been commenced on too high land, has been given up as a failure, owing to cold.

Planters feel encouraged in view of the profitable effects of the treaty with the United States. Exports, as formerly, consist of coffee, arrowroot, hides, skins, and pulse, the last article paying the few engaged in procuring it remunerative prices. Other articles are exported in nearly the quantity of former years.

A manufactory for leather has lately commenced operations, and bids fair to do a good business, carried on by an American. Imports of lumber and salmon are increasing as the demand for them continues to increase. The tonnage of this consulate, as per previous reports, consists of three or four small vessels, the total tonnage of which is about 150 tons. Should the line of steamers which has just commenced running between San Francisco and Honolulu continue, there will no doubt be a considerable increase both of exports and imports.

Exchange on the United States (same New Bedford) rules from par to 10 per cent., according to demand and supply of specie. As the number of whale ships is expected to be large this coming fall season, it may be presumed that exchange will be high, in which case shipmasters may prepare to draw their bills at Honolulu, paying two per cent. inter-island exchange.

Owing to the scarcity and demand of labor for plantations, the government will probably, at no far distant day, forbid the natives shipping on board foreign ships. The expense of shipping native men at these islands is increasing yearly.

Annual review of the agriculture and commerce of the Hawaiian islands for the year 1867.

SUGAR.

At present all the plantations appear to be in a healthy and prosperous condition, with the exception of the Lahaina mill, which remains closed. Nearly all the planters have it in their power to increase the product of their mills, whenever the incentives for such increase are sufficient. But since the movement to establish a reciprocity treaty with the United States, and owing to the uncertainty as to the result of that measure, there has been a disposition rather to curtail expenses and postpone any plans of enlargement till the result is known. Should the treaty prove a success and become ratified, its effect will immediately be felt on every plantation in the group, and it will increase the present sugar product fifty per cent. during the first twelve months after it goes into operation.

Besides this effect, which it will have on the old plantations, it will increase the number engaged in this business, and lead to the establishing of smaller mills and plantations, which will add to the general product only after two or three years. There are many localities on each of the islands of this group, where two or three hundred acres of good cane land can be had, sufficient to enable enterprising farmers of industry and tact, possessed of a few thousand dollars, to manufacture a hundred tons annually, without the heavy outlay and capital required for larger estates. Should no drawbacks be met, the yield for 1868 will be from twenty to twenty-two millions of pounds.

RICE CULTIVATION.

Second only to sugar is the rice business, which is steadily gaining, and which, with the help of the reciprocity treaty, under which it will be relieved of the present duty of $2\frac{1}{2}$ cents a pound, cannot fail to expand rapidly. Any person acquainted with the native method of cultivating their national food, the taro root, will at once perceive how perfectly natural to Hawaiians it is to engage in rice culture, which is grown in the same beds, and calls for precisely the same mode of cultivation. As the rice requires but four or five months to mature, while the taro takes twelve to fifteen; and as the rice meets a ready cash sale on delivery, while taro fluctuates much in value, and is at times difficult to dispose of, the advantages are altogether in favor of cultivating the former, which will soon become a favorite food with natives.

The collector general reports an export of about one million pounds of paddy and rice. Besides this the local consumption is considerable, probably not less than five hundred thousand pounds. This would make the total crop for 1867 about one and a half million pounds, valued at \$75,000. There will be a steady increase in the production of this article, and the quantity produced in 1868 will not be less than two millions of pounds, one-third of which will be required for home consumption. Both foreigners and natives are planning to engage largely in the cultivation of rice, and should the labor be obtainable, the amount produced four years from now, will not be less than five millions annually.

The principal places where rice is grown at present are Punaluu and Haula on this island, Hanalei, Waimea and Hanapepe on Kauai. Each of these extensive and fertile valleys can produce half a million of pounds, without interfering materially with the taro. Other extensive valleys throughout the group furnish equally good fields for rice culture.

Among the finest rice mills on the islands is that at Punaluu, on Oahu, where by the aid of water power, it threshes the grain with a common wheat thresher, hulls and polishes it, all in one well arranged and compact building. Near by is a storehouse, capable of holding one hundred tons of rice, where the grain is packed in bags of one hundred pounds each, and from which to the beach, a mile distant, it is carted for shipment to Honolulu. Every rice plantation or valley where the natives cultivate it should be provided with such a mill for purchasing the grain from the growers and putting it up in a marketable condition. The current price for paddy is two cents per pound, and coolie rice five cents.

WOOL.

Wool shows a large increase for 1867, the total export having been 409,471 pounds. This, under the heavy American duty, has all gone to Europe, and as it is not included in the treaty, will continue to find a market there in future. The quality of our wool is every year improving, as great care has been taken by graziers to procure the best breeds, and some of the clips are very fine. There are, however, but a few as yet engaged in wool growing.

COTTON.

The cultivation of this article, which for a while promised to become permanent and remunerative, threatens to prove a failure and to be entirely abandoned, at least by the natives. It has been found that the worms or caterpillars are very destructive to the young and tender plants. In some instances fields have been destroyed five or six times in succession by these insects, discouraging the native growers, and compelling them to abandon its cultivation. In other places, where the plants have been more successful, the cotton has been attacked and greatly injured by the boll-worm. Owing to these causes, it is not unlikely that the cultivation of sea-island cotton will be abandoned altogether. There are many localities adapted to its growth, and were it free from the ravages of these insects, it would prove one of the best and most profitable articles that can be grown here. The price paid for good sea-island cotton in the seed has been, during 1867, from five to seven cents, and when ginned it commanded 20 to 25 cents per pound.

ORANGES.

The entire crop of this fruit appears to have been consumed on the islands. It has amounted to probably not less than 1,000,000 oranges. Throughout Kona the blight, which has for so many years proved a scourge, still prevails, and not one-tenth of the trees there produce to any extent. In one of the finest orchards in that district, containing over 5,000 trees, not a barrel of fruit has been gathered. In other parts of the group the blight has not been so severe, and in some localities very choice fruit is gathered. The price has been 50 cents per 100 at the orchards, and 75 cents and \$1 per 100 in Honolulu.

COFFEE.

There has been but little increase in the amount exported the past year, the total being 127,546 pounds. We estimate the whole crop at 250,000 pounds, the amount consumed being about the same as that exported. The blight still affects the coffee trees throughout the islands, and so long as it lasts, there can not be any great increase in the amount raised. Early in the year 1867, the

price of coffee ranged from 13 to 15 cents, but it has steadily declined, and the present quotation is 11 and 11½ cents for fresh, and 15 cents for old. Most of the coffee is now produced by natives, brought to market comparatively fresh, and is therefore liable to shrinkage and loss in weight. Owing to the fresh condition in which it is sent away, Kona coffee has not maintained the reputation it formerly had in California, and is now quoted among the lowest priced in that market. This is an article that improves with age, and coffee should never be used for beverage when less than a year old. Its virtue and strength increase with its age.

DOMESTIC EXPORTS.

The following table will exhibit the increase and decrease in some of the leading products for the past twelve years :

Table of domestic exports from the Hawaiian islands for twelve years.

	1856.	1857.	1858.	1859.	1860.	1861.
Sugar, pounds	554, 805	700, 556	1, 204, 061	1, 826, 620	1, 444, 271	2, 567, 498
Molasses, gallons	48, 955	27, 087	71, 782	82, 654	} 108, 613	128, 259
Sirup, gallons	9, 847	21, 399	3, 339	4, 859		
Rice, pounds						
Paddy, pounds						
Coffee, pounds	63, 532	311, 807	58, 121	82, 538	48, 966	45, 366
Wool, bales or pounds	bales 67	bales 253	bales 119	bales 200	70, 524	119, 927
Fungus, bales or pounds	bales 370	bales 275	bales 449	bales 523	178, 794	278, 320
Hides, pieces or pounds	hides 5, 358	hides 9, 835	hides 13, 201	hides 14, 601	577, 341	242, 783
Pulu, bales or pounds	bales 4, 129	bales 2, 882	bales 3, 887	bales 4, 059	649, 204	530, 835
Goat skins, pieces	70, 914	49, 805	35, 901	45, 345	37, 473	21, 945
Tallow, packages or pounds	pkgs 226	pkgs 642	pkgs 548	pkgs 606	90, 300	166, 400
Whale and sperm oil, gallons						
Whalebone, pounds						
Cotton, pounds						

	1862.	1863.	1864.	1865.	1866.	1867.
Sugars, pounds	3, 005, 603	5, 292, 121	10, 414, 441	15, 318, 097	17, 729, 161	17, 127, 187
Molasses, gallons	113, 977	90, 384	331, 922	534, 937	851, 795	544, 994
Sirup, gallons	16, 468	24, 649	8, 514	7, 882		
Rice, pounds	111, 008	123, 451	319, 835	154, 257	438, 367	441, 750
Paddy, pounds	801, 699	598, 291	105, 320			572, 099
Coffee, pounds	146, 463	133, 171	50, 083	263, 705	93, 682	127, 546
Wool, bales or pounds	40, 368	233, 163	196, 667	144, 085	73, 131	409, 471
Fungus, bales or pounds	301, 417	279, 158	368, 835	223, 979	120, 342	167, 666
Hides, pieces or pounds	582, 758	477, 422	355, 651	131, 086	282, 305	304, 635
Pulu, bales or pounds	738, 064	425, 081	643, 437	221, 206	212, 026	203, 958
Goat skins, pieces	53, 076	43, 646	32, 333	54, 988	76, 115	51, 899
Tallow, packages or pounds	242, 942	282, 640	189, 700	179, 545	159, 731	60, 939
Whale and sperm oil, gallons					91, 182	70, 704
Whalebone, pounds					56, 840	48, 444
Cotton, pounds		3, 123	2, 518	11, 780	22, 289	35, 112

Both sugar and molasses show a decline, 600,000 pounds in the former, and 306,000 gallons in the latter. The local consumption of sugar is considerable, and increasing every year. What it amounts to it is impossible to state exactly; but if we should take the usual average of other countries for a population of 60,000, it would amount to several millions of pounds. The natives generally do not use much sugar, unless in the larger settlements, and the total home consumption does not exceed 1,000,000 pounds.

Rice, paddy, coffee, wool, fungus, and hides show an increase, while sugar, molasses, pulu, goat skins, tallow, cotton, oils and whalebone show a decline. The general condition of the agricultural districts being prosperous, the decline can only be temporary, and the present year will probably show a change for the better in all branches of agriculture.

The following have been the exports of the kingdom for the past year, as prepared by the collector general:

Sugar, pounds.....	17, 127, 187	Potatoes, barrels.....	221
Molasses, gallons.....	544, 994	Arrowroot, packages 2, and.....	325
Paddy, pounds.....	572, 099	Horns, pieces.....	19, 225
Rice, pounds.....	441, 750	Bones, pounds.....	127, 904
Coffee, pounds.....	127, 546	Pumpkins.....	450
Salt, tons.....	107	Soap, pounds.....	250
Fungus, pounds.....	167, 666	Sandal wood, pieces 24, and pounds.....	5, 463
Poi, barrels.....	649	Plants, packages.....	4
Bananas, bunches.....	2, 913	Beche de mer, pounds.....	4, 958
Cotton, pounds.....	13, 512	Kukui nuts, pounds.....	130
Goat skins, pieces.....	51, 889	Ivory, pounds.....	1, 702
Hides, pounds.....	304, 095	Hay, bundles.....	35
Tallow, pounds.....	60, 939	Vegetables, kegs.....	71
Pulu, pounds.....	203, 958	Gold fish.....	400
Wool, pounds.....	409, 471	Oil Presses.....	2
Whale oil, gallons.....	76, 646	Rice mill.....	1
Sperm oil, gallons.....	58	Shark fins, cask.....	1
Whalebone, pounds....	48, 444	Horses.....	12
Peanuts, pounds.....	16, 315	Mules.....	5
Oranges, 105 packages and.....	3, 000	Bullock.....	1
Limes, packages 17, and	29, 500	Sheep.....	12
Cocoanuts.....	20, 265	Curiosities, &c.....	....

VALUE OF EXPORTS FOR 1868.

Our exports show a falling off in value from those in 1866. The decrease in domestic exports has been large, amounting to nearly two hundred thousand dollars. It is not easy to explain this except by a general reduction in the invoice cost of the principal articles exported. This has been the case with sugar, molasses, coffee, rice and other articles. The foreign goods re-exported also show a falling off from 1866. The following are the data for two years past:

	1866.	1867.
Value of foreign goods exported.....	\$428,755 15	\$355,539 85
Value of domestic goods exported.....	1,396,621 61	1,205,622 02
Value of domestic goods as supplies.....	109,200 00	118,500 00
	1,934,576 76	1,679,661 87

FOREIGN IMPORTS FOR 1867.

The following table, showing the value of the leading articles imported for the past three years, is an interesting one, and will show that the consumption has been very regular. In groceries and provisions there has been a steady increase, which will continue, as San Francisco affords a near and sure supply for all goods in this line.

TABLE OF LEADING IMPORTS.

	1865.	1866.	1867.
Ale, porter, and beer	\$36, 783	\$24, 555	\$33, 526 18
Animals	228	1, 840	204 00
Building materials	20, 261	18, 489	18, 753 01
Clothing, hats, and boots	130, 796	167, 496	257, 903 23
Crockery and glassware	11, 478	12, 334	8, 131 46
Drugs	14, 106	13, 091	19, 074 95
Dry goods {	Cotton	224, 481	237, 161
	Linens	20, 660	12, 572
	Silks	18, 145	12, 014
	Woollens	130, 216	131, 558
Fancy goods, millinery, &c	58, 224	59, 064	47, 805 61
Fish (dry and salt)	13, 835	31, 609	30, 594 75
Flour	43, 038	47, 165	46, 234 00
Fruits (fresh)	1, 637	2, 384	2, 725 46
Furniture	20, 224	29, 576	18, 603 44
Furs and ivory	13, 600	6, 040	23, 178 00
Grain	9, 240	8, 681	6, 572 83
Groceries and provisions	95, 056	119, 518	146, 573 66
Hardware, agricultural implements, tools, &c.	101, 961	124, 818	102, 554 37
Iron and steel	37, 163	37, 978	16, 562 69
Jewelry, plate, and clocks	5, 452	19, 856	11, 692 52
Lumber	96, 305	102, 565	57, 631 70
Machinery	24, 042	39, 522	3, 842 80
Naval stores	93, 657	100, 965	93, 721 78
Oils, (whale, kerosene, cocoanut, &c.,)	208, 384	198, 399	110, 218 33
Opium	5, 003	5, 788	14, 929 90
Perfumery and toilet articles	3, 415	2, 500	3, 804 34
Paints	12, 852	18, 111	17, 626 60
Saddlery, carriages, &c.	32, 657	50, 076	41, 587 04
Shooks and containers	103, 959	96, 132	54, 686 24
Spirits	29, 357	49, 820	23, 288 76
Stationery, books, &c.	24, 712	24, 037	26, 533 44
Tea	5, 473	3, 442	8, 911 00
Tin and tinware	3, 790	3, 217	3, 707 28
Tobacco and cigars	39, 273	29, 038	51, 006 21
Whalebone	47, 096	30, 210	125, 383 14
Wines (light)	13, 457	7, 894	8, 451 37

The collector general has prepared a table showing the sources of supply of the imported goods. We make no distinction with the bonded goods :

	1865.	1866.	1867.
United States, Pacific side	\$643, 253	\$753, 022	\$788, 276 20
United States, Atlantic side	84, 516	138, 924	274, 496 41
Bremen	222, 641	211, 513	230, 509 13
Great Britain	181, 191	123, 303	213, 162 31
British Columbia	56, 973	82, 964	21, 359 30
Sea	8, 171	149, 397	209, 770 82
Islands of the Pacific	644	7, 831	14, 491 80
China	15, 557	3, 490	24, 143 50
Sitka and Petropaulovski	4, 811	10, 399	31, 823 19
Chili	2, 701	80	-----
Sydney	-----	-----	2, 877 86
Sundries	474	33	3, 895 47

Of the total importations it will be seen that over one million in value are from the United States, and \$443,671 from Europe. This confirms what has been long supposed would be the case, that the United States, but especially California, will eventually absorb most of our import trade as it does now our exports. Being our nearest neighbor, comprising an industrious, wealthy population, possessing everything we want and willing to take in return all our tropical products, the relations between the two countries must become still more intimate and the trade destined to still greater increase.

If the collector would classify our exports in the same manner as is done with the imports, it will furnish an interesting table. An extract from the Bulletin, inserted in our last week's commercial article, gives the valuation of the whole imports from these islands into San Francisco at \$1,303,638, as follows :

	1865.	1866.	1867.
Sugar	\$862, 617	\$794, 433	\$812, 123
Molasses		94, 145	106, 182
Coffee	1, 621	18, 125	23, 500
Sundries	86, 102	303, 806	319, 721
Produce of fisheries	289, 719	37, 190	42, 112
Total	1, 240, 059	1, 247, 699	1, 303, 638

Either our exports to San Francisco are invoiced higher by the custom-house officials there than they are here, or there is some mistake in the figures, as our statistics give the total exports of domestic and foreign goods to all countries at only \$1,561,161 87.

DUTIES.

All merchandise imported into this kingdom pays a duty of ten per cent. ad valorem, excepting : Tobacco and opium, which pay 15 per cent.; spirits, which pay \$3 per gallon; alcohol, which pays \$10 per gallon; wines, which pay \$1 50 per gallon; rice, which pays 1½ cents per pound. Rice, if the growth of countries with which this government has no treaty, 1½ cent; otherwise, 10 per cent. duty.

All invoices presented at the custom-house require a consular certificate attached to the original copy. Invoices offered for entry without a certificate are charged twenty-five per cent. additional duty.

Should the reciprocity treaty become a law, provision has been made for the following changes in the present tariff: Opium, duty 100 per cent. ad valorem; tobacco and all manufactures of it, 50 per cent. ad valorem.

REVENUE FROM DUTIES, ETC.

Notwithstanding the falling off in the value of imported dutiable goods, the customs revenue shows an increase over that of 1866. This is probably owing in part to the increase in the quantity of spirits imported, which pay a duty of three dollars per gallon. The items of storage and wharfage show an increase also. The following is the collector's statement of the revenue :

Import duties, goods	\$134, 294 56	Marine hospital fund, (seamen)	\$1, 203 63
Import duties, spirits	42, 513 14	Buoys	540 00
Import duties, bonded goods ..	10, 552 63	Coasting licenses	1, 387 42
Blanks	5, 521 00	Passenger licenses	728 25
Fees	1, 863 00	Passports	313 00
Storage	5, 165 21	Interest	1, 425 08
Hospital fund, (passengers) ..	1, 248 00	Wharfage	12, 065 65

Fines and forfeitures.....	\$392 56	Kawaihae.....	\$130 00
Registry.....	207 87	Koloa.....	9 00
Samples.....	10 00	Kealahakua.....	36 00
	219,430 99	Receipts for 1866.....	\$220,599 91
Honolulu.....	\$219,430 99	Increase for 1867.....	215,047 08
Lahaina.....	374 34		5,552 83
Hilo.....	619 58		

FREE GOODS.

The amount of goods imported in the free list is smaller than in 1866, owing to the smaller quantity of oil and bone imported in Hawaiian vessels. In 1866 this item amounted to \$94,329 24; in 1867, to only \$59,922. The large quantity of coals in the list include the three cargoes for the China mail company, as well as coals for the Kilauea and Idaho. The following exhibits the descriptions and value of goods entered free:

Animals.....	\$2,665 75	Hawaiian government.....	\$5,986 11
Bags and containers, returned.....	788 88	Plate and pig iron.....	3,043 28
Books, printed in Hawaiian.....	221 09	Plants and seeds.....	383 00
Coals.....	37,156 25	Returned cargo.....	754 28
Diplomatic representatives.....	5,029 54	Specie.....	\$66,602 32
Goods, old and in use.....	5,042 25	Sundries, by permission.....	3,084 77
Foreign whalers.....	8,468 79		133,463 31
Hawaiian whalers.....	59,922 33		
His Majesty.....	947 00		

THE WHALING FLEET.

The collector general makes the following exhibit of the visits of whale ships at the various ports of the group during 1866. The totals show the number of entries at all the ports, the same vessels sometimes touching at four ports:

Nation.	Honolulu.		Lahaina.	Hilo.	Kawaihae.	Totals.
	Inside.	Outside.				
American.....	76	54	10	38	49	227
Hawaiian.....	6	.....	.....	1	.....	7
Oldenburg.....	3	.....	.....	.....	.....	3
British.....	.....	.....	.....	1	.....	1
French.....	1	1	.....	.....	1	3
Tahitian.....	1	1	.....	.....	.....	2
	87	56	10	40	50	243

The full details of the whaling business for 1867 were published in our paper of December 7. The total number of vessels reported was 75, with 1,940 barrels of sperm oil, 52,050 barrels of whale oil, and 773,500 pounds of bone, which gave an average to each vessel of 720 barrels of oil, and 11,313 pounds of bone.

This branch of our commerce is destined to expand, as many of our residents are sea-faring men, and no better whalers can be found than our natives. The central location of the group, and the facilities afforded for fitting out whalers cheaply, and for carrying on the business with profit, cannot fail to attract capital to it.

Table showing the number of barrels of oil and pounds of bone taken by the North Pacific whaling fleet for the years 1852-1867, (including only vessels that have returned to the Sandwich Islands,) and giving the average for each season.

Year.	No. of vessels.	Season's catch.			Average.	
		Sperm.	Whale.	Bone.	Whale.	Bone.
1867.....	75	1,940	52,050	773,500	720	11,313
1866.....	76	2,643	49,056	828,991	680	10,908
1865.....	67	1,080	45,000	671,100	688	10,017
1864.....	55	390	29,425	428,300	542	7,787
1863.....	43	288	36,120	503,000	846	11,700
1862.....	34	1,685	28,315	387,500	950	12,500
1861.....	68	2,013	50,575	659,500	809	10,225
1860.....	132	2,099	63,965	838,500	500	6,360
1859.....	197	2,950	102,980	1,312,700	535	6,802
1858.....	218	1,555	129,240	1,667,700	620	7,904
1857.....	165	3,079	124,460	1,591,543	845	10,540
1856.....	177	3,337	135,708	1,523,650	830	9,015
1855.....	250	6,242	225,626	2,443,250	1,021	11,110
1854.....	245	4,276	191,843	2,698,180	827	11,200
1853.....	252	(*)	280,360	3,448,300	1,190	11,728
1852.....	275	(*)	337,124	5,357,737	1,244	15,815

* No report is obtainable for these years.

The transshipment of oil and bone at this port is an important branch of the whaling business, no less than six merchantmen and fourteen whalers having freighted oil and bone. The following is the collector's report of the transshipment of oil and bone for 1867 :

	Gallons of sperm oil.	Gallons of whale oil.	Pounds of whalebone.
SPRING SEASON.			
Honolulu, bound to the United States.....	55,838	148,166	4,804
Honolulu, bound to Bremen.....			
Total spring shipments.....	55,838	148,166	4,804
FALL SEASON.			
Honolulu, bound to the United States.....	45,511	638,781	345,557
Honolulu, bound to Bremen.....	1,871	34,982	
Honolulu, bound to Hamburg.....			54,760
Total fall shipments.....	47,382	677,763	400,336
Year's shipments.....	103,215	821,929	405,140

The following table shows the shipment of oil and bone during the fall season of 1867:

Destination.	Gallons of sperm oil.	Gallons of whale oil.	Pounds of bone.
Hamburg.....		18,504	23,625
New Bedford.....	9,395	137,470	150,011
Tahiti.....		8,250	2,500
New Bedford.....		57,597	9,000
New London.....	1,570	52,769	18,000
New Bedford.....	6,928	42,087	56,549
Hamburg.....		54,329	91,273
New Bedford.....	3,310	52,303	18,000
Do.....	6,062	107,116	130,082
Do.....		59,275	14,000
Do.....		61,500	10,000
Do.....		42,559	3,000
Do.....	12,650	29,994	6,000
Havre.....		33,000	8,000
New Bedford.....		66,728	15,000
Do.....	14,495	172,430	132,073
Bremen.....	4,871	56,882	8,000
New Bedford.....	9,293	53,001	7,000
Do.....	1,650	27,585	9,000
Do.....	11,763	80,934	58,898

TWENTY-TWO YEARS' RETROSPECT.

The following table, giving an exhibit of the commerce of the kingdom for twenty-two years, or since 1846, possesses interest in this connection:

Exhibit of the commerce of the Sandwich Islands for 22 years, from 1846 to 1867.

Year.	Total imports.	Total exports.	Domestic produce exported.	Foreign merchandise re-exported.	Total custom-house receipts.	Oil and bone transhipped.			Merchant vessels.		Number entries.	Galls. spirits consumed.
						Galls. sperm.	Galls. whale.	Pounds bone.	No.	Tonnage.		
1867.....	\$1,957,410 17	\$1,679,661 87	\$1,205,622 02	\$355,539 85	\$220,599 91	103,215	821,929	405,140	134	60,268	243	15,144
1866.....	1,993,821 56	1,934,576 76	1,398,621 61	438,735 15	215,047 08	103,957	1,204,275	911,178	151	62,143	229*	13,135
1865.....	1,946,265 68	1,808,257 55	1,430,211 82	257,045 73	192,565 63	42,851	578,593	337,394	151	67,068	180*	11,745
1864.....	1,712,241 69	1,602,181 49	1,113,323 81	346,832 66	159,116 72	38,860	668,502	334,331	116	75,339	140*	10,237
1863.....	1,173,493 25	1,023,852 74	744,413 94	281,439 20	122,752 68	56,687	673,344	337,920	88	42,930	102*	7,862
1862.....	998,239 67	838,424 61	586,541 87	251,882 74	107,490 42	12,322	460,407	193,920	113	48,687	73*	8,940
1861.....	761,109 57	639,774 72	476,872 74	182,901 98	100,115 56	20,435	795,988	527,910	94	45,962	190*	9,676
1860.....	1,223,749 05	807,459 20	480,526 54	336,932 66	117,302 57	47,859	782,086	572,900	117	41,226	325*	14,295
1859.....	1,555,558 74	931,329 27	628,575 21	302,754 06	132,129 37	156,360	1,668,175	1,147,120	139	59,241	549*	14,158
1858.....	1,089,660 60	787,082 08	529,966 11	257,115 97	116,138 23	222,464	2,531,382	1,614,710	115	45,875	526*	14,637
1857.....	1,130,165 41	645,626 10	423,303 91	222,222 91	140,777 03	176,306	2,018,027	1,295,525	82	26,817	387*	16,144
1856.....	1,353,169 87	670,824 67	466,278 79	204,545 88	123,171 75	121,294	1,641,579	1,074,942	123	42,213	366*	14,779
1855.....	1,531,975 86	572,601 49	274,741 67	297,850 82	158,411 90	109,308	1,436,810	872,954	154	51,304	468*	18,318
1854.....	1,590,837 71	585,122 67	274,029 70	311,092 97	152,125 58	156,484	1,683,922	1,479,678	125	47,288	595*	17,337
1853.....	1,401,975 86	472,996 83	281,599 17	191,397 66	155,630 17	175,396	3,787,348	2,020,964	211	59,451	535*	18,123
1852.....	1,823,821 68	638,395 20	257,251 69	381,142 51	113,001 93	173,490	1,182,738	3,159,951	232	61,065	319*	14,150
1851.....	1,759,868 54	691,231 49	309,923 94	381,402 55	160,692 19	104,362	969,379	901,604	446	87,920	220	9,500
1850.....	1,035,053 70	783,052 35	536,522 63	246,529 72	121,506 73	.....	.....	.....	469	96,304	237	8,252
1849.....	729,839 44	477,645 81	279,734 74	198,102 07	83,251 32	.....	.....	.....	180	.....	274	5,717
1848.....	605,618 73	300,370 98	366,819 43	33,551 55	55,568 94	.....	.....	.....	90	.....	254	3,433
1847.....	710,138 52	264,226 63	203,018 53	57,208 07	48,801 25	.....	.....	.....	71	.....	167	3,271
1846.....	598,382 24	363,750 74	301,625 00	62,335 74	56,506 64	.....	.....	.....	65	.....	.....	6,491

* These figures give the number of custom-house entries of whalers at various ports, some of the vessels entering several ports during the year.

Although both our imports and exports have, during several years, approached very nearly to two millions, they have failed to reach that sum, while the past year shows a material falling off in both. Taking these statistics as the basis, the trade of the islands has not been as large nor as active as during the two previous years, and this, we think, will be corroborated by the experience of the leading merchants. There has been less disposition to venture into new enterprises, and a greater feeling of uncertainty and want of confidence in them, than has existed for several years previous.

Yet we cannot argue from this state of things that the prospects of the islands are less encouraging than two or three years ago, when the spirit of speculation prevailed. Indeed it may be taken as a good omen, indicating more prudence and caution among business men, planters, and others.

NATIONALITY OF MERCHANT VESSELS.

There has been a large decrease in the number of merchant vessels visiting the islands during 1867, the total being only 134 against 151 for 1866, and 151 for 1865. The following exhibit shows the flags of the vessels that have entered our ports:

NATION.	HONOLULU.				LAHAINA.		HILO.		Totals.	
	Inside.		Outside.							
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
America	54	24,283	11	9,344	1	527	3	708	69	34,862
Britain	24	11,495	6	4,900			1	225	31	16,620
Hawaii	29	3,503							29	6,503
Russia	1	612	1	772					2	1,384
Norway			1	437					1	437
France			1	393					1	393
Tahiti	1	69							1	69
Total.....	109	42,962	20	15,846	1	527	4	933	134	60,268

By referring to the foregoing table showing the commerce of the islands for 22 years, it will be seen that the falling off in tonnage is in even a larger proportion than the number of vessels.

THE ADVENT OF STEAM.

One of the most encouraging signs of progress is the establishment of a steam line, by the California and Mexico Steam Navigation Company, connecting this port with San Francisco by monthly steamers, subsidized by the American government. At present there is but one vessel, which leaves Honolulu and San Francisco every thirty-five days. The company hold themselves ready to put on a second steamer whenever the trade demands it. This change will probably be made before long, especially should the treaty be ratified.

By this line, passengers and mails can go through from Honolulu to New York, or vice versa, in from thirty to thirty-five days, with as much comfort and as little cost as is found on any steam route in the world. For travellers and invalids no healthier trip can be selected than to these islands, whose unrivalled climate is the theme of endless praises with all who have ever visited them. Excellent accommodations can be had here for strangers at all seasons of the year. An inter-island steamer and numerous fine coasting schooners afford rapid and frequent conveyance to every part of the group. Foreigners are becoming settled here, and country farms and farm houses are to be met with in almost every district and village. Still there is abundance of land for enterprising settlers, where oranges, lemons, and other fruits can be successfully grown, and

where sugar, rice, cotton, cattle, sheep, and horses can be as successfully raised as in any other country. Industrious farmers and their families are needed, and, with capital, can find inducements to locate. Land is obtainable by lease or purchase. Its value depends much on its location and the improvements.

THE RECIPROCITY TREATY.

No advices have been received of the ratification of this measure by the American Congress, though it is not unlikely that the first arrival may establish it as a fact. In this event, it will be of interest to reproduce the terms of the treaty, and the goods proposed to exempt from duty in Hawaiian and American ports. With this view we quote the first and second articles of the treaty:

ARTICLE I. For and in consideration of the rights and privileges granted by his Majesty the King of the Hawaiian islands in the next succeeding article of this convention, and as an equivalent therefor, the United States of America hereby agree to admit all the articles named in the following schedule, the same being the growth or produce of the Hawaiian islands, into all the ports of the United States, free of duty.

Schedule.—Animals; arrow-root; coffee; cotton, unmanufactured; fruits and vegetables, dried and undried, preserved and unpreserved; furs, hides and skins, undressed; rice; sandal, Koa and Kou woods, and other ornamental woods; seeds, plants, shrubs, and trees; sugar, not above number 12, Dutch standard, in color; syrups of sugar, and molasses; tallow.

ART. II. For and in consideration of the rights and privileges granted by the United States of America in the preceding article of this convention, and as an equivalent therefor, his Majesty the King of the Hawaiian islands hereby agrees to admit all the articles named in the following schedule, the same being the growth or produce of the United States of America, into all the ports of the Hawaiian islands, free of duty.

Schedule.—Agricultural implements; animals; beef, bacon, pork, ham, and preserved meats; boots, and shoes; bread, and bread stuffs; brick, lime, and cement; bullion; cordage, and naval stores; copper, and composition sheathing, nails, and bolts; cotton manufactures, bleached, unbleached, colored, stained, painted or printed, and not colored, stained, painted or printed, not exceeding one hundred and sixty (160) threads to the square inch, counting the warp, and filling; fish, dried and pickled, and oysters; fruits and vegetables, dried or undried, preserved and unpreserved; gold and silver coin; hardware; hides, furs, skins, and felts, undressed; hoop iron and rivets; ice; iron and steel; leather and tallow; lumber, and timber of all kinds, round, hewed, and sawed, unmanufactured in whole or in part; machinery; oats, and hay; paper, stationery, and books; petroleum, and all other oils for illuminating and lubricating purposes; plants, shrubs, and trees; refined sugar; rice; staves, and heading; woollen manufactures, other than ready-made clothing.

Should this treaty become a law, its influence will be at once felt throughout the islands, and it is not anticipating too much to say that it will impart a greater stimulus to their agriculture and commerce than the most sanguine advocate of it has predicted. Not only will those branches of trade relieved by it receive a stimulus, but all others will share indirectly in its benefits. The treaty will not only operate favorably on these islands, but also on the population and commerce of California, in causing a material reduction in the prices of articles of consumption, and concentrating the trade of this group with its ports. The advantages will be mutual.

FRIENDLY AND NAVIGATOR'S ISLANDS.

APIA—J. M. COE, *Commercial Agent.*

JANUARY 1, 1867.

Commercial report for the year ended December 31, 1866.

The trade at this commercial agency for the last year has been dull and limited; more so on account of the decrease of shipping, and such as have visited this port have been mostly ships laden with guano, and under the British flag, on their homeward voyage; and from the end of November to the end of March, in each year, the weather is wet and boisterous, rendering the seas unsafe for vessels and impeding proportionately the intercourse of the local resident traders with the neighboring islands, thus interfering with the collecting together of produce for export.

Cotton has been the chief article of export for the last year to the amount of \$77,500. This is purely Samoan, and does not include such cotton as may be brought hither from the Friendly or Fejee islands or elsewhere for the purpose of shipment to foreign countries, such as Hamburg, Valparaiso, and Sydney.

The value of the merchandise imported for the last year here, in return for cocoanut oil and cotton shipped away, and also to meet the requirements of these islands is, as nearly as I am able to ascertain, \$80,000, and specie \$40,000; the merchandise consisting of general assortments, viz., tobacco, cutlery, axes, &c., are chiefly of American manufacture; the soft goods, groceries, and spirits, are principally British and German. From Manila, Java, and China, through Sydney, the islands are supplied with sugar, coffee, and tea. The proportion of American merchandise, as compared with that of other countries, is about as one to three of the whole amount.

The consumption of articles of foreign manufacture is very fluctuating, depending as much upon the ability as the willingness of the natives to purchase.

During their wars, which are liable at any moment to break out, a large amount of their productions is wasted; in time of peace, when trade is not interfered with by legislation, the demand for foreign goods is one that gradually increases; as one want is satisfied others arise, and from step to step they will in such a case materially extend the consumption. Their ridiculous social system, however, interferes greatly with the progress of general commerce. The old men of a district can, at any time, and do for a period varying from three to nine months or more, prohibit the sale of cotton, oil, vegetables, fruits, &c., and, in fact, cause an entire cessation of trade with foreigners, as is the case now at the island Tutuila, where for the last year the natives have refused and steadily persist in refusing to sell, except at such prices as amount to a total extinguishment of trade.

The average price for the last year of cotton in seed has been from 3 cents to 5 cents, and clean cotton from 17 cents to 25 cents per pound. Cocoanut oil from \$100 to \$125 per ton. The oil is bought by the pound sterling, and payment is made in dollars at \$5 to the pound. It is always bought without casks.

There are no duties leviable here nor prohibitory regulations of any description.

At present the amount of capital employed in this group is more than will yield profitable returns to all, and although the produce sent hence meets with ready sales in Australia and South America, yet such is the competition that a business must be very economically conducted to pay. The field is completely occupied by traders of all nations.

Table showing the description and value of imports and exports into and from the port of Apia during the year 1866.

IMPORTS.

Dry goods, hardware, spirits and wines, tobacco, groceries and provisions, lumber and casks, and ship chandlery	\$80,000 00
Specie.....	40,000 00
Total	120,000 00

EXPORTS.

500 tons cocoanut oil, at \$125.....	\$62,500 00
310,000 pounds clean cotton, at 25 cents.....	77,500 00
15,200 pounds cocoanut fibre, at 10 cents.....	1,520 00
Total	141,520 00

Table showing the number of vessels entered and cleared to and from the port of Apia during the year 1866.

Countries.	No.	Tonnage.
United States	1	373
British	37	13,805
French	1	600
Hamburg	10	2,403
Tahite, French protectorate.....	1	150
Total	50	17,331

FEEJEE ISLANDS.

LANTHALA—J. M. BROWER, *Vice-Consul*.

Annual report on navigation and commerce of foreign countries at the port of Levuka, Ovalau Feejee, during the year ended September 30, 1867.

VESSELS.

Entered.		Cleared.	
Where from.	No.	Where for.	No.
United States	1	United States	1
Australia	10	Australia	9
New Zealand.....	5	New Zealand.....	5
Tongataboo.....	1	Tongataboo.....	1
Navigator islands.....	3	Navigator islands.....	2

Report on navigation and commerce, &c.—Continued.

CARGOES.

Inwards.		Outwards.	
Description.	Value.	Description.	Value.
Cotton goods.....	\$50,000	Cocoonut oil.....	\$40,000
Woollen goods.....	5,000	Beche-de-mer.....	8,000
Muskets.....	7,500	Tortoise shell.....	3,000
Powder.....	3,500	1,000 bales cotton.....	60,000
Cutlery and hardware.....	15,000	Wool.....	1,000
Ship chandlery.....	6,000		
Spirits.....	12,000		
Tobacco.....	1,500		
Provisions.....	15,000		
Two steam engines.....	1,200		
Eight cotton gins.....	1,400		
Total.....	118,100	Total.....	112,000

SAINT DOMINGO.

SAINT DOMINGO, (CITY)—J. S. SMITH, *Commercial Agent.*

JULY 1, 1867.

Statement showing the description, quantity, and total value of the exports from this port from July 1, 1866, to July 1, 1867; also the value of the imports, &c.

Description.	Quantity.	Total value.
Guano.....tons..	1,259	\$227,808 80
Minerals.....pounds..	23,720	
Starch.....barrels..	776	
Hides.....	13,146	
Gum.....pounds..	25,405	
Sugar.....do.....	188,570	
Tobacco.....do.....	145,901	
Coffee.....do.....	41,869	
Wax.....do.....	67,469	
Honey.....gallons..	4,347	
Dividivi.....pounds..	1,460	
Coton.....do.....	454	
Turtle shell.....do.....	340	
Cigars.....M.....	89	
Cocoa.....pounds..	57,244	
Cattle.....	116	
Fustic.....pounds..	432,450	
Logwood.....do.....	479,540	
Lignumvitæ.....do.....	9,933,614	
Satin wood.....feet..	34,000	
Mahogany.....do.....	1,215,430	
Total value of exports.....		227,808 80
Total value of imports, consisting chiefly of dry goods and provisions.....		419,548 27

PUERTO PLATA.

Statement showing the description, quantity, and total value of merchandise exported from Puerto Plata to the United States from July 1, 1866, to July 1, 1867.

5,552 hides, 31,844 seroons tobacco, 43,383 pounds beeswax, 801,484 feet mahogany; total value, \$409,107 99.

The total value of imports from Europe, St. Thomas, and the United States is \$750,000 in gold.

OCTOBER 5, 1867.

I have the honor to make the following commercial report, conforming with the fiscal year of this country, from July 1, 1866, to July 1, 1867.

But seven American vessels arrived within the year, all in ballast, with one exception from the Canaries with camels; four of these were despatched to Alta Vela for guano.

The imports of provisions, flour, petroleum, &c., by British flag, direct from the United States, amounted in value to \$40,000. The exports by three American vessels, consisting of the various woods of the country principally, \$11,479; by British vessels, \$17,692—\$29,171. In order to ascertain correctly the commerce of the Dominican Republic, I have prepared at Puerto Plata and in this city details of the imports and exports from the 1st July, 1866, to the 1st July, 1867, which are interesting, and I transmit herewith copies of the same. It will be perceived that the imports at Puerto Plata, gold value, amounted to \$750,000

At Santo Domingo.....	419,548
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Total of imports.....	1,169,548
The exports for the same period from Puerto Plata....	\$409,107
From Santo Domingo.....	227,808
	<hr/> 636,915
Showing an excess on imports of.....	<hr/> 532,633

During the year, 152 vessels, including the Dominican flag, arrived at Santo Domingo city, total tonnage 12,293. The production of the country is limited in consequence of the small population. I am of opinion that the entire republic, embracing two-thirds of the island of Hayti, does not contain over 150,000 to 200,000 inhabitants. The lands are of the very first order for the cultivation of sugar, coffee, cotton, &c., but there are but few hands to cultivate. Since the departure of the Spaniards the sugar planting has revived and increased at Azua and its vicinity. The present year's crop is estimated at from 15,000 to 20,000 quintals.

The chief value of exports is in the tobacco crop, and the various descriptions of woods.

The consumption of flour in this city is reported at 300 barrels per month; I estimate the total yearly consumption in all Domingo at 10,000 barrels. The major part arrives via St. Thomas, from which place all supplies for this island are received.

The only measure of importance respecting commerce during the year was the increasing the duty on imports from 30 to 40 per cent.

The total amount of paper currency afloat is \$1,250,000, nominally, and I suppose it could be redeemed to the entire satisfaction of the country to from \$150,000 to \$200,000. As to the *váles* and other indebtedness, I cannot ascertain the amount.

This country, rich in lands, forests and mines, languishes for want of a more numerous and enterprising population to develop its extraordinary resources.

MEXICO.

CHIHUAHUA—CHARLES MOYE, *United States Consul*.

JUNE 3, 1867.

* * * The state of Chihuahua is the most northern state of the republic of Mexico; is bounded north by the Arizona Territory; northeast by Texas, from which it is divided by the Rio Grande; east by the state of Coahuila; south by the state of Durango; southwest by the state of Sinaloa, and west by the state of Sonora, and comprises the extent of country between 26° and 33° north latitude, and between 105° and 112° of longitude west of Greenwich; the greatest extent from east to west is 132 leagues, and from north to south 163 leagues, which embraces an area of 21,516 square leagues.

The only rivers of any consequence are the Rio Grande, or Rio Bravo del Norte, with its tributary the Conchos, and the Rio Florido, tributary of the Conchos. All these rivers abound in fish, clams, (some of them have pearls, but of little value,) and small turtle. None of these rivers are navigable, nor can they be rendered so on account of the many falls to be met with, some of which are of considerable height; the water is also shallow, and the annual freshets render them dangerous even to small canoes.

There are few small rivers, which have their sources in the Sierra Madre, some emptying into the Pacific ocean, and others expending themselves in the prairies and lakes.

Besides these rivers, there are springs in abundance, which are of more importance for travellers than profitable for irrigation; many of them are warm and hot springs, used for their medicinal purposes, some containing in solution sulphur, others iron, and will in time be of great value.

The state encloses only two large inland lakes, the Laguna de Cassilla, six leagues long by three leagues wide, and the Laguna de Encinillas, somewhat larger, and the water brackish. The tributary mountain streams of the first-named lake abound in fish. It is remarkable that the borders of this lake are covered with a white soda-like substance resembling salt, called "toguesquite," and is used for soap-making, and as a mordant in dyeing wool; it is a kind of mineral alkali.

Guzman lake, also the lakes of Patos and Santa Maria, are merely large pools, and can scarcely be considered lakes, as they dry up in the summer season. The whole state is traversed by mountains; the Cordilleras de los Andes, here called Sierra Madre, running north and south, and in most parts well timbered with pines on the upper ranges, and oak on the lower.

This main mountain range has its spurs extended over the entire state, to the Rio Grande, forming beautiful valleys. Although there is a difference of many thousand feet of elevation between the level of the eastern part of the state, bordering on the Rio Grande, and the western portion, as far as cultivation extends, there are no parallel ranges observed, respecting agriculture; the same grain will grow of the same quality and quantity in the entire state, but cotton and sugar cane will only grow in the southern half of the state, and in the valleys of the Rio Grande and its neighborhood.

The climate is delightful, about the same as that of northern Italy; the atmosphere pure and salubrious, and very little sickness prevails. The climate varies according to the elevation of the country. In the eastern part, on the Rio Grande, where the elevation is only 2,000 feet above the level of the sea, it is naturally warmer, and becomes more temperate as you travel west, and is even cold in the upper range of the Sierra Madre at an elevation of 6,000 or 8,000 feet.

The soil is sterile except on the banks of the rivers and in those valleys which are fed by the mountain streams, and agriculture limited for want of water; still sufficient crops of corn and wheat are raised for home consumption.

Cotton is cultivated with success, but none is exported to foreign countries.

The vine gives a fine flavored black grape, but its cultivation is neglected on account of the June bug, which destroys one-half of the crop, and the boys employed to kill the bugs eat the balance. In the El Paso, where the bugs are not so numerous, a fine flavored wine is produced.

Potatoes are raised in the mountainous part of the country, and lately to an extent that admits exportation to our ports on the boundary lines. They grow to a large size, are mealy, and of good flavor, particularly the red variety. All the vegetables and fruits of the temperate zone grow in equal abundance. The most important article of food are beans, which grow very abundantly, as they need but little water, and are cultivated in the poorest soil. The natives understand the preparation of them for the table better than any other people in the world. Only those who have lived in Mexico can judge of the excellence of "frijoles."

Since the monopoly in tobacco has been suppressed, its cultivation is favorable, and well attended to; but the farmer does not know how to cure and prepare it for market. I have no doubt that in certain parts of the country as fine tobacco could be raised as in Orizaba and on the Pacific coast.

All the cultivation is done by irrigation, as it only rains in the months of July and August, in the middle and eastern part of the state, and the spells are not very frequent, but in the western part near the mountains more rain falls.

Sterile as the soil is, in general, throughout the state, the surface, nevertheless, is covered with the finest grass for grazing, and horses, mules, cattle, sheep, and goats are raised in great numbers.

The coinage of the mint in the capital of the state is an important interest to commerce. The miners generally exchange their gold and silver, as brought from the mines, for such merchandise as they have need of for comfort and mining interest, in order not to wait 18 days, as the law prescribes, for completing the coinage. Cotton manufactories have been successful. Three mills, with about 200 looms, have been established in the state, and a coarse unbleached article produced, similar to our domestics, for which there is a great demand; also one woollen mill with 20 looms, making coarse cloth and blankets. Some mills, for want of water power, are worked by steam. Boilers, and machinery in general, are imported from the United States, and are preferable to English manufacture.

The most important productions of this state are the metallic treasures concealed in the bowels of the earth, and which surpass any other country for the abundance and quality of the ores. Some mines are poor, giving only from six to eight ounces of silver to the 300 pounds of ore, but the ore is so abundant, and so readily worked, that these mines are considered the best. The Santa Eulalia mines are of this description, and furnished in former times the necessary money to build the cathedral in the capital of the state, each mark of silver paying a pension of $12\frac{1}{2}$ cents to defray a cost of \$800,000 in 62 years. After the expulsion of the Spaniards from this country these mines fell into disuse for want of money, enterprise, and knowledge, and ever since have been worked by poor people, who still bring from 2,000 pounds to 3,000 pounds every week to the mint. At present a company has been formed to work these mines on a large scale, with a capital of \$50,000 to commence with.

Other mines are in Cosihuiriachic, very rich but mostly filled with water; in the time of the Spaniards they gave nearly \$1,000,000 annually. The few mines worked at Jesus Maria give silver mixed with gold, of which the mark of eight ounces is worth from \$10 to \$12. Raw silver averages \$8 to the mark. Of the same description are the mines at Uruachic. The mines at Parral are still worked with success, but were more productive in other times. The mines worked to advantage are those in Bateagachic, Guasaparas, and Batopilas in Sierra Madre, where a California mining company is formed, which works with

extensive machinery. The Guadalupe-y-Calvo mines are worked on a small scale, though they once were so rich that it was necessary to establish a branch mint there. There are a great many mines in this country which are not worked on account of being filled with water; in fact, the country is full of them, and nearly the entire state is a mine.

Gold is found in Yoquibo and Mulattos, and gold dust was lately discovered in the Amargosa mountains.

Copper is very abundant; its ores give 90 per cent., but the mines have lately been neglected, as it does not pay to export it to the United States, on account of the great distance of transportation.

An iron mountain has been found in Coyotillo, and machinery is already on its way to work it. Arsenic, bismuth, and cobalt are found mixed with other metals, also lead. Sulphur is found in its pure state; likewise, sulphate of copper, nitrate of potash, alum, limestone, and rock salt.

The commerce is entirely inland, and mostly in the hands of foreigners, particularly the wholesale establishments. The external commerce is carried on in wagons drawn by mules or oxen, who have to traverse the great deserts between here and the ports on the Gulf of Mexico, or the frontier of Missouri, and generally in large caravans, well armed for mutual protection against the different Indian tribes, who often attack them and run off their animals.

The importations consist of all kind of dry goods and groceries, not manufactured and raised in this country, and may be called very extensive in proportion to the number of inhabitants. The internal commerce is also carried on in wagons where the roads will permit of it, and only on mules and jacks in the mountainous part of the country. These animals are indispensable; they pass the mountains and rocky roads with a sure step, carrying a weight of 250 pounds each.

A great drawback to commerce is the copper coin, which only circulates in the state. The discount varies from 20 to 30 per cent., and is nearly the ruin of commerce. This copper was first coined, by state authority, some 20 years ago, and frequent coinages of the same since have introduced an injurious abundance. Copper is worth 10 cents per pound, and one coined dollar in copper weighs nine ounces.

The importation duties on merchandise have been established by the State government, and are only one-third of the duties expressed in the tariff of the general government; this deduction being made with the approval of the President and his cabinet. The only ports of entry are El Paso and the Presidio del Norte. The freight or expense of transportation is, from the Gulf of Mexico, 10 cents silver per pound, and 12 cents from Missouri.

Each state has its own capricious tariff, which is altered, more or less, according to circumstances. Evading the payment of duties has become a kind of speculation on the part of importers, which has contributed to the ruin of this country, as very little money flows into the treasury of the general government, because it is expended according to the notions of respective governors in each state. The revenue of this state is about \$200,000, raised by customs and internal duties on the produce of mines, municipal duties, and the sales of stamped paper, and any deficit in expenditures is made good by direct taxation on property, which is not very much oppressed, because the taxation is moderate. About one-eighth is expended in making war against the Indians; the campaigns being made up by private parties, who make war against the Indians as a matter of pecuniary profit, because they receive from the government a compensation of \$200 for a male scalp, \$250 for a female's; for a male taken alive \$250, and \$150 for a female and child.

The government has also military posts established in all those parts of the state where there is the most danger of an attack, but as the number of men

at each post does not exceed a dozen they have to resort to the mode before mentioned. It is a barbarous one, but almost necessary.

The population of this state is estimated at 160,000 souls, of which about 40,000 are Tarahumares, or tame Indians, who profess Christianity, and, singular enough, have their own patriarchal government. They live in the middle and upper ranges of the mountains, and are very timid; only a few will come down to the capital to sell their mats, made of a peculiar kind of weed. The population of this state does not count so many mixed races as in the lower country. They are all nearly white, or of pure Indian blood. The mixed race does not exceed 20,000, of which number about 1,000 are intermixed with the African race. It has been observed by many travellers who come from the lower country that, as they get nearer to the confines of this state, another race is met with, whiter, more robust, and also milder in their disposition and character.

The peon system, or the bondage of the laborers to their masters, prevails still in the state, but has been modified so far that the master can only advance a certain sum of money, not exceeding the value of three months' wages, or he runs the risk of losing all. Formerly the masters got their laborers in debt for many hundreds of dollars, and as by law a laborer cannot leave his service unless he returns the advanced amount, he became a slave for life. In honor to the Mexicans I have to state that, in general, they are a good people, hospitable, patriotic, and with a good leader make brave soldiers.

The state of Chihuahua is divided into 17 cantons or districts, viz: Iturbide, Victoria, Alasoyo, Balleza, Mina, Morelos, Matamoras, Rayon, Guerrero, Galeana, Aldama, Bravos, Rosales, Jimenez, Allende, Hidalgo, and Mioqui. Each canton has its prefect, who is subject to the prefect of this capital.

The principal towns are, Chihuahua, the capital of the state, situated at the foot of a lofty isolated mountain called Cerro Grande, in a sterile valley on the north bank of a small river, a tributary of the Conchos, in latitude $28^{\circ} 30'$ north, at an elevation of 4,850 feet above the level of the Mexican gulf, according to my own measurement, with a population of 12,000 souls. It is supplied with water by an aqueduct 17,870 feet long, supported on arches, some 40 feet in height, built of a calcareous sandstone, the material commonly used here for buildings. This aqueduct supplies a fountain in the centre of the city, the "la plaza principal," from whence the boys and girls get the water in earthen vessels, conveying them on their heads to their respective homes. It is a great novelty for strangers to witness them, particularly in the evening, when a large supply is taken home, emptied into a porous vessel to cool over night. This aqueduct also supplies the gardens in the environs. The water is a clear spring water, like crystal, not second to the Croton water in New York, with a little lime in it, and therefore more healthy. Chihuahua is the seat of the state government, administration of the customs, superior tribunal, military headquarters, besides the mint, state prison, theatre, amphitheatre for bull fights, and is the centre of commerce. Parral, situated in a mining district, 60 leagues south from the capital, with 10,000 inhabitants. Santa Rosalea, situated in the cotton-growing district, is 40 leagues south. This town is daily improving, and counts already 8,000 inhabitants in place of a few hundreds a few years ago. Near this town are two cotton-mills, also a celebrated hot sulphur spring, the property of an American. Concepcion, a village with 6,000 inhabitants, situated at the foot of the Sierra Madre, 56 leagues west, in the most important agricultural district, famed for the revolutionary spirit of its inhabitants and general smartness. Travellers bound west, and coming in carriages, have to travel from here on mules to cross the mountains.

Besides these four principal towns of commerce, mining, and agricultural interest, there exist in this state 15 towns, 136 villages, 111 large plantations, and 600 farms.

CHIHUAHUA—CHARLES MOYE, *Vice Consul*.

APRIL 8, 1867.

* * * There has been discovered a placer of gold 22 leagues east from here, between San Diego and Iulimoz, on the Conchas river, which placer promises an abundant harvest. About 800 persons are already at work, and average from one to three dollars daily. The gold is found in small grains; the largest of these yet found is valued at about three dollars. The mountain range called the Amargosa runs 100 leagues south, extending to the Bolson of Mapimi, where, according to Indian tradition, is plenty of gold. As soon as this is known in New Mexico and Texas, immigrants will flock into this State.

The merchants and miners, mostly foreigners, have formed a company to work the silver mines of Santa Eulalia, six leagues south from this place, with a capital of \$50,000. These mines were worked in the times of the Spaniards to a great advantage, and yielded many millions of dollars; but since they have only been worked by poor people, who had to work only a few days at a time to live the balance of the week in idleness.

To work these mines by machinery, it is calculated they will yield the average value of \$5,000 per week. The State government has placed its convicts, without charge, at the disposal of the company, and has also released the company from the payment of duties on the silver, which is 56 cents on the mark, coined, of eight ounces.

MATAMORAS—L. AVERY, *Vice-Commercial Agent*.

OCTOBER 1, 1867.

I have the honor to present the following statement regarding the commercial affairs in this district. At the close of the rebellion in the United States, there was left on hand in the port of Matamoras, merchandise which, valued at cost and charges, may be estimated at near \$20,000,000; one-fourth of which was shipped to the United States, a portion to the interior of Mexico, while some of it still remains in store here, so deteriorated by age and the destructive effects of this climate, that it cannot be considered of any value. The State of Tamaulipas is greatly impoverished by the recent war and revolutions. The vast herds of cattle that formerly constituted the principal wealth of the State have nearly disappeared, and it will take many years of peace to recover its former prosperity.

The trade between Matamoras and the United States, by sea, is very insignificant, most of the importations being made through Brazos de Santiago and Brownsville.

The following statement, compiled from the invoice book of this office, shows the amount of exportation to the United States from June 30, 1865, to September 30, 1867:

Quarter ended September 30, 1865.....	\$1, 204, 437 21
Quarter ended December 31, 1865.....	1, 186, 237 25
Quarter ended March 31, 1866.....	448, 310 85
Quarter ended June 30, 1866.....	194, 379 41
Quarter ended September 30, 1866.....	670, 059 41
Quarter ended December 31, 1866.....	243, 929 77
Quarter ended March 31, 1867.....	85, 349 88
Quarter ended June 30, 1867.....	78, 544 06
Quarter ended September 30, 1867.....	30, 921 65
Total.....	4, 142, 169 49

About \$250,000 of the above amount are of Mexican production, consisting of wool, hides, skins, Sesal hemp, and copper.

The following statement shows the amount of specie entered at the custom-house of Matamoras, for exportation to the United States, during the year ended September 30, 1867:

Silver coin	\$1,842,764 76
Silver bullion	17,741 00
Gold coin	15,642 50
	<hr/>
	1,876,148 26
	<hr/>

It is proper to state that no statistics of commerce are published here, and it is impossible to obtain sufficient data from the custom-house to enable me to make a more detailed report of the commerce of this port.

SEPTEMBER 30, 1867.

Statement showing the description and value of the exports from the port of Metamoras to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.	Description.	Value.
House	\$56 80	Dry goods	\$3,616 44
Quinine	5,000 00	Copper and lead	2,872 75
Goat-skins and Sesal hemp	689 38	Hides and wool	2,333 46
Cigars	549 25		
Merchandise	1,578 90	Total for quarter ended Sep-	
Drugs	7,350 00	tember 30, 1867	30,921 65
Wine	390 00		
Live stock	6,484 67	Total for three months	30,921 65

LA PAZ—FRANCIS B. ELMER, *Consul*.

SEPTEMBER 30, 1867.

I have the honor, in conformity with section No. 153, to present my report for the year just closing. It will not be very satisfactory, as I am unable to note any improvement since the date of my preceding despatch. There prevails, however, a very general feeling that a change for the better will take place soon. The conviction is universal among those who know anything of the country, that many of the mines are very rich, and that other leading interests, such as the pearl fisheries and sugar growing, await only a little capital to yield an abundant revenue.

It will be observed, by reference to my reports, that there have been brought to this port during the past year, from the United States, but 774 tons of merchandise, valued at \$112,000. The value of merchandise exported to the United States during the same period, exclusive of bullion, is \$24,000. The value of bullion reached \$140,000, the product, almost entirely, of one mine. This mine is owned principally in Philadelphia, and indicates great richness. There is every reason to suppose that there are scores of mines in the territory equally valuable, as the indications, so far as they are opened, are the same. One belonging to a company of Mexicans has been developed to as great an extent, and proves to be equally rich. This company ship their ores to Europe, and show me on their books, as the result of last year's operations, 800 tons of a quality, ranging at \$100 a ton and upwards. They have probably raised to the surface during the same period an equal amount of what is called "second

class ore," varying in value from \$50 to \$100 per ton. This is retained here for reduction on the ground, whenever confidence in the ability of the government to extend protection is restored. There are a number of American companies, certainly four, of abundant means, who only await the arrival of such a desideratum to commence the erection of extensive machinery. None of them are doing anything at present; in fact, there is but one American company in the whole territory in active operation, although there are about 100 mines whose last owners were our countrymen. The most of these are now abandoned, and are likely to remain so until a great change takes place in the public affairs of the territory. In the hands of an enterprising and peaceably disposed race, it is impossible to indicate what this country might become, as its chief resources lie beneath the surface; and as there has never been sufficient protection guaranteed to bring into the country the capital and energy requisite to uncover them, no one can have the means of forming any kind of an idea of their extent. Judging from the little that has been done, it is reasonable to imagine them to be immense.

The pearl fisheries during the past year have received but little attention. The cause of this is understood to be the unsettled state of public affairs. The whole product will not exceed \$22,000. Other years, with one exception, it has reached an average of \$60,000 or \$70,000. The indications are that the latter sum is but a trifle of what might be realized in the business annually, if the obstacles referred to were removed, and the business prosecuted to its fullest extent.

The traffic in salt has almost entirely ceased. There is a large quantity of the best quality on hand, but no purchasers; those who deal in the article preferring, it is presumed, to go where there is a fixed government and established laws of trade.

LAGUNA—JOHN M. ROURA, *Consul*.

APRIL 20, 1867.

I herewith send a list of American vessels that have entered this port during the first quarter of the present year, and also a list of arrivals of foreign vessels during the same period. As this city continues in a state of siege, I have thought proper not to require masters of American vessels to deposit their registers, believing them safer in their hands than in mine, and, in consequence, I have not charged them the one cent per ton allowed on their making such deposit.

JANUARY 11, 1868.

I have the honor to forward herewith, under No. 1, the annual report of this consulate of the exportation of dyewoods during the year ended 31st December, 1867. By the number of vessels of each nation, and the quantity of wood shipped thereby, you will see their tonnage respectively.

Our export for the past year has been considerably less than that of 1864-'5-'6, probably owing to the general political convulsion experienced in said period, in which many of the men from the logwood establishments were pressed for the service.

The export duty of dyewoods is seven cents per quintal, exacted as follows:

8 per cent. export duty on 100 quintals, at four reals.....	\$4 00
25 per cent. federal duty on said amount	1 00
4 reals per 100 quintals school dues	50
12 reals per 100 quintals municipal dues	1 50
	<hr/>
	7 00
	<hr/>

The principal articles of export are logwood, fustic, ox and cow hides, deer skins, mahogany, cedar, and cocoa-nuts. The coast abounds in turtle, which are shipped foreign, principally to England. The vanilla grows wild in the woods. The culture of tobacco, Indian corn, rice, beans, potatoes, sugar cane, cocoa, coffee, plantains, &c., might be exported, if planted for that purpose; but almost every landholder only prepares ground to plant so much as to suffice the necessities of his men for the year.

The wood establishments occupy the men solely. Workmen are very scarce here, and the principal value of an establishment consists generally in the sums they receive on account of their services when contracted.

Our importation is considerable, as all the neighboring establishments are supplied from here in clothing, &c. The duties received by the custom-house for imports during the last year amounted, more or less, to \$70,000, of which about one-third is of goods imported from the United States. In the last quarter only one American vessel arrived.

Statement showing the logwood and fustic exported from Laguna during the year 1867.

Nationalities.	No. of vessels.	No. of quintals.	Remarks.
French	15	79,739	And 250 tons of mahogany and cedar.
Spanish	11	41,405	And 120 tons mahogany and cedar.
American	5	7,890	Of these three returned in ballast to the United States.
Hamburg	9	53,016	
Hanoverian	1	5,230	Of the total amount of exports only 3,500 to 4,000 quintals are of fustic, and the rest logwood.
Prussian	3	15,842	
Belgian	2	10,500	
Danish	4	20,600	
Italian	1	4,500	The wood shipped to the United States is about 10,150 quintals, in which are included about 430 quintals fustic.
English	4	14,620	
Bremen	2	11,464	
	57	264,806	

Exportation of the year 1864	495,301 quintals.
Exportation of the year 1865	469,370 "
Exportation of the year 1866	531,852 "

MAZATLAN—ISAAC SISSON, *Commercial Agent.*

JUNE 30, 1867.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, compiled from consular returns.

Description.	Value.
Hides, oranges, limes, peppers, shrimps, earthenware, and china	\$3,554 00
Dried beef and grinding stones	127 25
Salted oysters	70 00
Copper	756 36
Fruits and vegetables	135 00
Cotton	1,980 00
Brazil wood	35,635 50
Total for quarter ended June 30, 1867	42,258 11
Total for quarter ended September 30, 1867	2,108 00
Total for six months	44,366 11

ACAPULCO—G. M. COLE, *Commercial Agent.*

SEPTEMBER 30, 1867.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.
Cochineal	\$20,770 00
Limes	90 50
Dry hides	1,109 50
Total	21,970 00

VERA CRUZ—E. H. SAULNIER, *Consul.*

SEPTEMBER 30, 1867.

Statement showing the description and value of exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Description.	Value.
Jalap	\$4,475 03
Flour	6,500 00
Coffee	17,634 67
Hides and skins	10,877 03
Wood	2,853 14
Vanilla beans	8,485 44
Cochineal	23,422 52
Indigo	17,000 00
Indiar-ubber	52 50
Iron, rags, brass, copper, &c.	1,691 75
Total for quarter ended September 30, 1867	92,992 08

TAMPICO—F. CHASE, *Consul General*.

JUNE 30, 1867.

Statement showing the description, quantity, and value of exports from Tampico to the United States during the quarter ended this day, (compiled from consular returns.)

Quantity and description.	Value.
41,639 goat skins	\$34,010 17
76,686 pounds istle.....	
161 hides	
30,232 pounds jalap.....	10,142 46
150 quintals fustic.....	465 75
4,700 pounds copper.....	418 71
Fruit	1,456 50
53,000 pounds sarsaparilla	5,025 31
Total for quarter ended June 30, 1867.....	\$51,518 90
Total for quarter ended September 30, 1867.....	23,187 82
Total for six months	74,706 72

Statement showing the nationality, number, and tonnage of vessels arrived at and departed from the port of Tampico, together with the value of their cargoes, during the year 1866.

Nationality.	Arrivals.			Departures.		
	No.	Tonnage.	Value of cargo.	No.	Tonnage.	Value of cargo.
English packets	11	.....	.....	11	.....	\$356,135 00
French packets	18	.....	\$15,435 00	18	.....	111,834 00
English steamers	3	.....	42,300 00	3	.....	.....
Spanish steamers	4	.....	7,600 00	4	.....	8,911 00
American steamers	2	.....	.....	2	.....	.....
Mexican steamers	14	.....	.....	14	.....	.....
Mexican merchantmen	78	4,634	149,250 00	76	4,367	.....
English merchantmen	16	1,554	168,200 00	18	1,762	.....
French merchantmen	7	1,726	225,711 00	9	2,158	.....
Spanish merchantmen	2	231	25,800 00	2	231	.....
American merchantmen	5	273	77,000 00	4	198	33,844 00
Danish merchantmen	2	512	107,110 00	2	512	3,500 00
Belgian merchantmen	1	161	2,400 00	1	161	.....
Total	163	9,091	847,806 00	164	9,398	514,224 00

NICARAGUA.

SAN JUAN DEL SUR, now at CORINTO.—ANGUS S. TOMPKINS, *Acting Consul*.

SEPTEMBER 30, 1867.

Statement showing the description and value of the exports from this port to the United States during the year ended September 30, 1867, (compiled from official invoices.)

During the year 71 invoices (covering a total value of \$77,757 67) were certified at this consulate, and distributed as follows:

To New York.....	\$62,111 20
To San Francisco	15,646 47
Total	77,757 67

Of which there were of—

Deer skins.....	\$35, 020 94
Dry hides	19, 369 62
Muscovado sugar	7, 475 11
Raw sugar.....	3, 478 64
Cedar logs.....	4, 357 45
Cotton	2, 213 21
Coffee	1, 520 53
Oranges, lemons, and limes	765 50
Indigo	510 80
Rubber	449 42
Hammocks, chocolate, dried plantains, &c.....	96 45
	<hr/>
	75, 257 67
5 cotton-gins reshipped to New York:.....	2, 500 00
	<hr/>
	77, 757 67
	<hr/> <hr/>

DECEMBER 11, 1867.

The principal portion of the shipments to and from this port are made by the Panama Railroad Company's semi-monthly line of steamers, running from Panama to San José de Guatemala, which calls at this port, thus forming a semi-monthly connection with New York and San Francisco, and also with both the French and English lines of steamers to Colon and Panama. Freight to New York are: on deer skins, $3\frac{1}{8}$ cents per pound; on dry hides, 60 cents each; on general merchandise, (to or from,) about \$35, gold, per ton. On general merchandise, to or from San Francisco, per sailing vessels, is from \$14 to \$18, gold, per ton.

Freight to the interior on carts, in the dry season, is about 10 cents per ton per mile; in the rainy season, as high as 20 cents is paid. On pack-mules the price is from 55 cents to 70 cents per ton per mile.

The government is building a wagon road from Embarquito (which is at the head of navigation of one of the estuaries that form the bay of Realejo, and distant two and a half leagues from port) to the city of Leon, which will be completed during the present dry season, and lessen very much the expense of transportation to and from that city.

PORT CHARGES.

Lighterage from the Panama Railroad Company's steamers is \$1 50 per ton, the goods being placed in the custom-house, (the agent has the exclusive privilege from the company;) lighterage from sailing vessels, \$1 per ton; pilotage, \$1 50 per foot draught of water of the vessel, and charged both in and out. There is no distinction in vessels carrying to and from this port.

There are no export duties. Bounties are paid on cotton and coffee exported that are the growth of this State. On cotton, four cents per pound; on coffee, two and a half cents per pound. These bounties are paid in certificates, which are received by the government in payment for duties to the amount of 50 per cent. their market value being about 50 cents to the dollar.

The government has no mint for coining, and the money in circulation is mostly French, American, and Spanish silver. There is but little gold in general circulation, and that is mostly American. There is a little English, Central and South American gold.

Aguardiente, tobacco, and gunpowder, are government monopolies, and are also contraband articles.

PRICES CURRENT.

Deer skins, per pound, 28 to 32 cents.	Indigo, per pound, 80 cents.
Hides, per pound, 5 to 8 cents.	Corn, per fanega, 80 cents to \$1 40.
Coffee, per pound, 10 to 12½ cents.	Good pack-mules, per head, \$20 to \$30.
Raw sugar, per pound, 2½ to 4 cents.	Good riding mules, per head, \$40 to \$100.
Muscovado sugar, per pound, 5 to 10 cents.	Riding horses, \$15 to \$100.
Cotton, per pound, 9 to 12 cents.	Cattle, per pair, \$18 to \$25.
Cocoa, per pound, 55 to 65 cents.	Fat cattle, per head, \$15 to \$25.

EXPORTS.

Horses, mules, and cattle exported are taken to Costa Rica, Honduras, and Salvador; cheese to Costa Rica, deer skins and hides to the United States, cotton and coffee mostly to England, although a little has been shipped during the past year to the United States. About one-eighth of the indigo was shipped to the United States from this port during the past year. Cedar logs and lumber mostly to San Francisco, a little to Chili.

TRADE.

The most of the goods sold in this State are English, although American domestics and prints, boots and shoes, machinery and tools of all kinds, are preferred. French muslins, prints and fancy goods of all kinds find a ready sale. English merchants give longer credits than American, that is one reason why they, to a great extent, control the trade of this State.

One importer has recently introduced a large invoice of American goods, for which he is having very ready sales, and at remunerative prices, that may induce others to turn their attention to the New York and other American markets.

A French company have the exclusive right of importing wines, brandies, and liquors of all kinds, for which privilege they pay the government \$5,000 per year.

Dry goods, hardware, &c., sell from 40 to 50 per cent. above home cost.

PLANTING.

Sugar and coffee planting is increasing. Cotton planting has fallen off very much, owing to the partial, and in some places almost total failure of the crop for the past three years. There was about the usual amount of corn and beans planted, and the yield has been very good.

FOREIGN TONNAGE.

During the year ended September 30, 1867, nine foreign vessels with cargoes arrived at the port from England, France, and Italy, with an aggregate tonnage of 3,043 tons. During the same time the American tonnage amounted to 39,691 tons.

The following table, furnished by the collector of customs, will show the amount of imports and exports at this port for the year ended September 30, 1867:

IMPORTS.

Foreign goods according to appraisement.....	\$257, 117 77
Central American goods according to appraisement.....	10, 250 25
Medicines.....	9, 198 41
Liquors.....	7, 763 40
Tobacco.....	37 35
Total.....	<u>284, 367 18</u>

EXPORTS.

212,215 pounds dry hides, at 8 cents.....	\$16, 977 20
70,279 pounds deer skins, at 30 cents.....	21, 083 70
253,843 pounds coffee, at 10 cents.....	25, 384 30
690,657 pounds cotton, at 10 cents.....	69, 065 70
4,567 pounds cheese, at 8 cents.....	365 36
87,102 pounds muscovado sugar, at 7 cents.....	6, 097 14
64,982 pounds muscovado sugar, at 5 cents.....	3, 249 10
151,582 pounds raw sugar, at 4 cents.....	6, 063 28
7,397 varas cedar logs, at \$1 40... ..	10, 355 80
1,247 $\frac{4}{10}$ varas cedar boards, at 50 cents.....	623 70
851 varas cedar studding, at 10 cents... ..	85 10
40 mulberry logs, at \$20	800 00
2,151 quintals Brazil wood, at \$2.....	4, 302 00
456 gallons rum, at \$1	456 00
313 bundles palm wood, at \$4.....	1, 252 00
5,081 pounds indigo, at 80 cents.... ..	4, 064 80
8,000 pounds cacao, at 60 cents.....	4, 800 00
150 pounds starch, at 5 cents.....	7 50
45 fanegas beans, at \$6	270 00
Silver bullion	6, 605 75
Gold bullion	4, 746 00
Specie.....	1, 224 00
60 fanegas corn, at \$1	60 00
900 pounds India rubber, at 10 cents	90 00
11,100 sticks wood, at \$4 per M.....	44 40
3 dozen hammocks, at \$60.....	180 00
630 pounds cabuya, at 5 cents.....	31 50
Genisaro log, as sample to San Francisco.....	5 00
Total.....	<u>188, 289 33</u>

The amount of the imports, as stated in the foregoing table, is the custom-house valuation, which is usually about one-fourth the real value, so that the amount of imports would exceed \$1,000,000.

The value of the horses, mules, and cattle, sent to Costa Rica and other states is unknown, and it is estimated that \$50,000 in bullion and other articles were exported during the last year, of which no return was made to the custom-house.

SAN JUAN DEL NORTE—I. I. ANDREAR, *Vice Commercial Agent.*

MARCH 31, 1867.

Statement showing the description, quantity, and value of exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Quantity and description.	Value.
74 bales, 10 barrels, 18 boxes, 46 packages, 7 cases, and 1 cask rubber.....	\$11,636 07
5,054 hides.....	9,772 30
31 packages and 28 bales deer-skins.....	2,386 69
176 sticks and 5 tons Brazil wood.....	829 00
1 sack coffee.....	134 82
2,293 cocoa nuts.....	34 38
1 bale and 1 seroon indigo.....	263 41
30 barrels flour, reshipped.....	426 11
1 bale cotton.....	14 50
Total for quarter ended March 31, 1867.....	25,597 19
Total for four months, from April 1 to July 31, 1867.....	107,527 30
Total for seven months.....	133,124 49

COSTA RICA.

SAN JOSE—A. MORRELL, *Acting Consul.*

Report on the trade of Costa Rica.—Exportation of coffee, crop of 1867.

Destination.	By steam, via Panama.	By sailing vessels direct.	Total amount of exports.	Value on board, at 12½ cts. per pound, Costa Rica currency.	Proportions, approximate.
	<i>Bags, 125 lbs.</i>	<i>Bags, 125 lbs.</i>	<i>Pounds.</i>		
Great Britain.....	14,152	55,291	8,680,375	\$1,074,196	52 pr. cent.
United States:					
California.....	3,903	22,012	3,598,875	445,361	22 pr. cent.
New York.....	2,876				
France.....	3,048	9,935	1,621,625	200,676	10 pr. cent.
Germany.....	2,185	8,500	1,335,625	165,284	8 pr. cent.
Callao, Valparaiso, &c.....	5,231		1,332,125	164,850	8 pr. cent.
Panama.....	4,980				
Coast, direct.....	46				
Mexico.....		400			
	36,421	96,128	16,568,625	2,050,367	

Total exported to June 1.....	<i>Bags.</i> 132,549	<i>Pounds.</i> 16,568,625	\$2,050,367
Awaiting shipments, 6,163 bags—say.....	6,000	750,000	92,813
Total exportation 1867.....	138,549	17,318,625	2,143,180

Of the sailing vessels, two belong to the United States, 12 to other nations. The steamers to Panama, connecting with the Panama railroad, belong to the United States.

Imports and exports, 1860 to 1867.—(Values in Costa Rica currency. See table at the end of this report.)

Year.	IMPORTS.	EXPORTS.				
		Coffee.			Estimated value of exports.	Total value of exports.
		Quantity.	Average price.	Value of coffee.		
		<i>Pounds.</i>				
1860	\$925,000	10,563,800	12½ cts.	\$1,290,758	\$100,000	\$1,390,758
1861	890,000	11,293,400	13 cts.	1,468,142	100,000	1,568,142
1862	985,000	10,790,300	13 cts.	1,402,739	100,000	1,502,739
1863	1,302,500	8,645,100	15½ cts.	1,339,990	115,000	1,454,990
1864	1,908,800	11,258,900	14 cts.	1,576,246	135,000	1,711,246
1865	1,850,000	11,162,400	14½ cts.	1,618,546	135,000	1,753,546
1866	1,860,000	12,686,400	14½ cts.	1,839,528	105,000	1,944,528
1867		17,318,625	12½ cts.	2,143,180	100,000	2,243,180

Imports for 1867 will probably be about the same as for 1866.

Principal articles exported and their average prices at the port during the past eight years.

Description.	Average annual exportation, approximate.	Average prices, Costa Rica currency.	Remarks.
Coffee.....	11,700,000 pounds	13½ cts. per lb. in store	Supply increasing.
Hides.....	225,000 pounds	12 cts. per lb. on board.....	Supply increasing slightly.
Deer-skins.....	20,000 pounds	36 cts. per lb. on board.....	Supply diminishing.
Cedar logs.....	150,000 cub. ft., Span'h meas.	18 cts. per cub.ft. alongside..	Supply diminishing.

In addition to the foregoing, there are exported small quantities of pearl shells, pearls, India-rubber, Brazil wood, mahogany, lignumvitæ, turtle-shell, and copper and silver ores. Since 1863 about \$100,000 worth of cotton has been exported, but the cultivation of this product is now nearly or quite abandoned.

The maritime movement varies but little from year to year, and includes only foreign vessels, this country having no marine whatever.

Arrivals of vessels at Puntas Arenas.

Year.	Total number of arrivals.	Total tonnage.	Belonging to the United States.		
			Steamers.	Sail.	Tonnage.
1863.....	67	62,468	46	1	57,209
1864.....	73	68,102	48	1	62,144
1865.....	75	66,405	52	1	59,260
1866*.....	71	59,083	47	.....	51,160

* The apparent falling off in 1866 was owing to the largest of the steamers of the Panama line being laid up for repairs and a small steamer substituted.

Although imports from Europe have been on the increase during the past few years, the reverse is the case as regards imports from the United States, owing not only to the high prices prevailing in the latter market of late, but also to the absence of styles and peculiar qualities of goods adapted to these countries, the supplying of which is almost monopolized by British manufacturers. Exports, however, to the United States are on the increase. All the hides and deer-skins

now go to New York. Considerable shipments of cedar wood and coffee go to California, where the last named article is getting more in demand every year. Coffee, as will be seen by the foregoing tables, is the chief production of this country, and its cultivation, which was commenced in 1819, has for some years absorbed the attention and capital of proprietors, to the exclusion of other industrial enterprises almost entirely, and would have been extended far beyond its present limits but for the scarcity of labor. The country, besides its varied agricultural resources, abounds in mineral wealth, which wants but capital and labor to enable it to develop itself. There are many mines located, (denounced, as it is termed,) although but few are as yet actually worked. Some three or four gold mines, in which steam machinery has lately been introduced, are giving good returns, and there are many other mines equally rich, which will be gradually opened up as soon as capital can be spared from the more engrossing enterprise of coffee-planting, and laborers obtained to work them. As yet, no foreign capital of any consequence has been invested in mines in this country, at least during late years, but there are indications that the case will soon be otherwise.

A charter has recently been granted by this government to a company of New York capitalists for a railroad across the country, from sea to sea, and great hopes are entertained that the enterprise will be carried through. The government guarantees an interest of eight per cent. annually on twelve millions (United States gold) of capital. The route is to be surveyed at once, and the question of construction will doubtless be decided by the engineer's report. Should this work be completed, the advantage to this country will be incalculable, and it will not only facilitate both foreign commerce and local traffic, but also induce immigration, which is so much needed. The great drawback to every enterprise here is the scarcity of labor. It is presumed that of the many laborers whom it would be necessary to bring from other countries to build the railroad, the greater part would remain and settle permanently, and such would doubtless be the case. Few countries, if any, possess a more genial climate or richer soil than this.

The population, according to the census of 1864, was 120,500, exclusive of about 10,000 uncivilized Indians, showing an increase since 1844 of 50 per cent.

Duties on imports are all specific, and are charged on the gross weight in all cases. They vary from 10 to 40 per cent., and are calculated to average about 18 or 20 per cent. on cost and freight.

Port charges by the new law of 1866 are as follows: 25 cents per ton light-house fees on every vessel entering, and \$3 for crew list and \$1 for each of the crew, hospital money. There are no other dues. Mail steamers, whale ships and vessels of war are excepted. The following table will show the value of Costa Rica money (which is on the decimal system, as in the United States) as compared with various foreign coins, also the rates of exchange on London at 90 days' sight since 1860. Exchange on New York is but little called for, and varies from 15 to 20 per cent.

Principal foreign coins current in Costa Rica.	Current value.	Real value as compared with Costa Rica coin.	Exchange on London as per £ sterling.			
			Year.	Highest.	Lowest.	Average.
Eagle, United States.....	\$11 00	\$11 55	1860	\$5 52	\$5 00	\$5 21½
Sovereign, England.....	5 37½	5 60	1862	5 37½	5 25	5 30
20-franc piece, France.....	4 25	4 34	1864	5 70	5 25	5 50½
Doublon, Mexico.....	17 50	18 01	1866	5 90	5 50	5 69½
20-sol piece, Peru.....	21 25	21 70	1867*	.....	.....	5 37½

* Till June.

GUATEMALA.

GUATEMALA—E. UHL, *Consul*.*Report on the crops of the republic of Guatemala during the year 1867.*

Cochineal.—The crop has again suffered very severely this year, mostly on account of the late rains at the end of the last rainy season. Last year there was a falling off of about 3,000 seroons of 150 pounds each in an average crop of 8,000. This year the crop will hardly come up to 3,000 seroons. The prices here range from 62½ cents for common to 80 cents for superior.

Coffee.—The crop has been very large. The smallest calculations foot up to 100,000 quintals, (about 100 pounds American.) The quality is good, but somewhat inferior to that of last year. Prices range from \$8 to \$10 the quintal, according to quality and conditions of payment.

Sugar.—The crop is very plentiful and good in quality. Raw sugar brings from 2 to 2¾ cents per pound.

India-rubber.—India-rubber will be an average crop of about 1,000 quintals, \$16 to \$20 per quintal.

Indian corn and wheat.—These crops are almost total failures. The “carga” (about 350 to 400 ears) of corn, which sold last year from \$1 50 to \$2, is bringing now from \$5 to \$6 in the Plaza. Good wheaten flour, which could be had last year for \$4 50 the quintal, is very scarce at present at \$8. The prices of both articles are still ranging upwards.

JUNE 30, 1867.

Statement showing the description, quantity, and value of exports from the port of Guatemala to the United States for the quarter ended this day, (compiled from consular returns.)

Description.	Quantity.	Value.
Cochineal pounds..	160,750	\$121,029 66½
Sugar do.....	199,513	7,401 39
Deer-skins number.	3,088	2,508 62
Hides do.....	1,486	3,341 86
Vanilla pounds..	20	126 25
Goat-skins number.	80	44 87
Total for quarter ended June 30, 1867		134,452 65½
Total for quarter ended September 30, 1867		57,746 56
Total for six months		192,199 21½

UNITED STATES OF COLOMBIA.

SABANILLA—E. P. PELLET, *Commercial Agent*.BARRANQUILLA, *October 12, 1867.*

* * * * *

The consular district of Sabanilla is located in the state of Bolivar. This state embraces an area of territory of six thousand eight hundred and forty (6,840) square miles, with a population of about two hundred and sixteen thousand, (216,000.)

* * * * *

Its face is diversified ; on the immediate coast being low and flat, and gradually rising, as we approach the interior, to a beautiful and productive country.

This consulate is located in the city of Barranquilla, 15 miles from Sabanilla, the port of entry. This is by far the most enterprising city in Colombia, and its enterprise is due mainly to foreign interests located here. Its population is about 15,000. It presents an activity uncommon to Spanish-American towns, and every year witnesses marked improvement in its appearance. It is connected with Sabanilla by road and canal. Cargo is shipped by the latter in bingos poled by bogas.

The last session of the national congress granted the privilege to a company to construct a canal between these two places of sufficient size to allow the passage of steamboats. It will undoubtedly be built, and will be a work of great importance to the shipping interests ; a survey has also been made by an English company between Barranquilla and Sabanilla for a railroad, but the grant has not yet been given by congress.

Agriculture.—The agricultural interests are confined chiefly to the raising of cotton, tobacco, coffee, corn and cane. The former named article grows extensively in the immediate neighborhood of the coast. In this district, probably not less than 20,000 quintals, or 2,000,000 pounds, have been produced during the past year. The trees grow large and yield abundantly. The quality of cotton may be set down, as a general rule, equal to American middling uplands, and its quotations in the European markets are about the same.

The greater part of the tobacco of the district is raised in the Carmen, on the Magdalena. The amount produced during the last year may be safely estimated at thirty thousand seroons, weighing five arrobas or one hundred and twenty-five pounds each. It is nearly all shipped to Bremen.

The coffee country is still further up the river, around and about Ocañer. It is calculated that about ten thousand bags, weighing one hundred and twenty-five pounds each were the last year's production. Corn is raised only in such quantities as are needed for the support of man and beast.

Cane is raised to a considerable extent. It grows to an immense size, but I think it is wanting in the strength and quantity of saccharine matter common to the cane of Louisiana fields. Field labor can be had here for thirty cents a day.

In the shipment of agricultural products the cotton and tobacco go almost entirely to Europe, while the coffee is divided between Europe and the United States.

The manufactures are limited. Rum is made to some extent from cane. Probably 100,000 gallons will cover the yearly production. The number of distilleries in this consular district is 25.

Hats in small quantities are exported. They usually seek the Havana market.

Sugar and panela are manufactured, but only in such quantities as are consumed by the native people.

Steam enterprise.—The Magdalena is navigable for steamboats to Honda, distance of about 200 leagues. There are three distinct steamboat companies in operation here.

First, La Compañía Unida de Navegacion por Vapor en el rio Magdalena ; this company has four large boats on the river, and one small one plying in the caños between this city and Santa Martha. Its interests are largely American.

Secondly, Compañía Nacional de Vapores, which has two large boats on the river and a small one in the caños. This is nominally a Colombian company, but American capital is invested in it.

Thirdly, a boat owned chiefly by two American citizens. Five of the boats

above named were built in the United States. The others were made in England and put up here.

The American boats are, in every way, better calculated for the river navigation than those of English make. Eight days are usually required in transit from this city to Honda; Vetune, four days. The usual freight dues are five dollars per carga of 250 pounds. The tariff of passage is eighty dollars up, and 40 dollars down the river. There is usually abundant cargo to supply these boats, and, in fact, the construction of another is contemplated.

The mail facilities are somewhat limited. From the United States we receive our mails via Aspinwall. We have two steamers per month between that and the other ports of this country. The royal mail steamer, sailing on the 26th of each month, arrives in Carthagena on the 27th and in Santa Martha on the 28th of the same. Mails for this city and the interior are received both from Carthagena and Santa Martha by this steamer. The French steamer usually leaves Aspinwall on the 1st, arriving at Santa Martha on the 3d. Our mails to the United States are sent to Aspinwall by these steamers on their return. It may be well to state that mail matter leaving the United States by the Pacific mail steamships of the 11th of the month arrive in Aspinwall just in time for the English steamers, and that by the steamers of the 21st makes close connection with the French steamers down this coast. Our mails with the interior and Bogota are semi-monthly, leaving this city on the 1st and 16th. Intermediate boats, however, are allowed to take up individual mail matter. The time required in mail transit is usually eleven days from this city to Bogota; in return, about six days. The postage in this country is exorbitant. For simple letters, in the national or state mails, ten cents is charged, but foreign postage is much greater. Prepayment is in all cases required. Newspapers of all kinds are free of postage. Postage on sealed mail matter from the United States can be prepaid only to Aspinwall. From that place exorbitant rates are charged on delivery, varying according to weight.

Taxes.—The taxes imposed here are variable. A round sum is generally imposed by the state authorities on this province, regardless of property valuation. The minor provincial officials there without ascertaining in the proper way the true value of individual property, make an assessment of their own calculation, and on this assessment demand a tax of ten per cent. These assessments are often on fabulous sums, and work great injustice to a part of our citizens. And it is a noticeable fact that the foreigners generally bear the greater part of the burden. For instance, this city was compelled last year to pay the sum of 33,000 fuertes (\$33,000.) This tax has since been pronounced illegal by the national congress, and will probably hereafter be discontinued, only to make way for some equally obnoxious and unjust measure. Our merchants are always willing to pay their just taxes for the support of the government, but when this province is assessed the greater part of the tax of the whole state, and the foreign merchants are required to pay by far the greater part of this, then, in my opinion, they justly complain. And yet one further disadvantage. When a tax has been once paid, and a superior authority declares that tax illegal, there is no possibility of the merchant ever having the money refunded him; nay, a course of law would only add to his loss.

Currency.—The currency is entirely specie; that of the country consists of the double condor, (\$20,) the condor, (\$10,) the half-condor, (\$5,) gold pesos, (\$1,) both gold and silver, and the smaller silver coins, as reals, medios, and cuartillos. No copper coin is known here. The five-franc piece is the coin in most general use, foreign freights usually being payable in them. Monetary calculations are made here in two ways, viz., hard or soft money; the former called the fuerte, or $\frac{10}{10}$; the latter the sencillo, or $\frac{8}{10}$. It is simply the difference of 10 or 8 réals to the dollar. The government recognizes only the fuerte, but the greater part of commercial actions are done in sencillos. In certifying currency

in this consulate the fuerte is, by direction of the Treasury Department of the United States of America, valued at $\$97\frac{3}{10}$ cents; the sencillo, by computation, at $77\frac{8}{10}$ cents. American gold usually commands a premium of 5 per cent. Counterfeiting is extensively carried on in this country, and is rarely, if ever, punished. False condors are frequently seen, but I have never heard of a case where one uttering them was arrested. Condors of light weight are also in circulation; their real value is about \$8.

Weights and measures.—The weights and measures recognized by the government are French. In custom-house business the kilogram, equal to 2,205 pounds avoirdupois, is the standard. In commerce the arroba of 25 pounds, the quintal of 100 pounds, and the carga of 250 pounds each, are used. The Granadian libra is equal to 1.102 pounds avoirdupois. A fanega of salt is 450 libras; of corn, 300 libras. In weighing gold the castellano (70.993 grains) is in general use.

The league is the only measure of distance known here; it is 3.1017 miles. In mercantile transactions, the ten Granadian vara, equal to $31\frac{1}{2}$ inches, is most common. The English yard is occasionally used.

In liquid measure the litre, 1.05672 quart, is the legal standard.

Dry measure is not used here; articles sold by this measure in the United States are sold by weight here.

Miscellaneous.—By law of the State of Bolivar stamped paper is required in the execution of all legal documents. But one denomination of stamped paper is in use, viz: 30 cents.

The amount of American capital invested in this consular district may be estimated at \$400,000.

* * * * *

The general health is excellent; no disease of a contagious nature prevailing.

There are seven foreign consulates located here, viz: those of the United States, England, Prussia, Netherlands, Belgium, Bremen, and Oldenburg.

Shipping.—The harbor of Sabanilla is good. An experienced officer of the Pacific mail steamship Champion reported the harbor as perfectly safe, sheltered from prevailing winds, and capable of admitting vessels of 1,500 tons.

The port duties are one dollar per 1,000 kilograms. Vessels in ballast pay nothing.

No quarantine regulations are in force.

Coasting trade, which for some time was prohibited to foreign vessels, has, by act of Congress dated July 5, 1867, been again guaranteed; a translation of the act is herewith appended.

Law reforming certain articles of the code of the customs decree.

ARTICLE I. Coasting trade may be made by every kind of vessels, between the authorized, not authorized, and free ports; but they will always be subject to the formalities prescribed by law. From the free ports to the not authorized ones it is absolutely prohibited.

The following amendments to the code of customs, dated July 5, 1867, are also appended as important:

ARTICLE II. From this time there will not be any other duty collected on vessels entering Colombian ports than that denominated tonnage duties, (toneladas,) at the rate of \$1 per 1,000 kilograms, gross weight, of the goods or merchandise which they really land, excepting coals, salt, and bricks, for the landing of which they will not collect the port duty.

ARTICLE III. The tonnage duty will be collected in every Colombian port, excepting the free ports, by the respective custom-houses, within the time appointed to the vessel for the landing of her cargo.

ARTICLE IV. 1st. The men-of-war of friendly nations and transports of the same will not pay tonnage duty. 2d. Vessels proceeding from Colombian ports. 3d. Those which come in ballast. 4th. Those which bring emigrants more than 50 in number. 5th. Those vessels which are exempted by public treaties. 6th. Those steamers which make regular trips to the Colombian ports if their owners, captains, supercargoes, or consignees bind themselves to conduct free, as much going out as coming in, the correspondence and newspapers of the government mails.

Statement of vessels arrived at the port of Sabanilla, their nationality and tonnage, for the year ended September 30, 1867.

No.	Nationality, inward bound.	Tons.	No.	Nationality, outward bound.	Tons.
4	American bottoms.....	2,002	4	American bottoms.....	2,002
16	English bottoms.....	1,787	16	English bottoms.....	1,787
18	Dutch bottoms.....	1,483	18	Dutch bottoms.....	1,483
35	German bottoms.....	6,230	35	German bottom.....	6,230
5	Colombian bottoms.....	2,232	5	Colombian bottoms.....	2,232
2	Danish bottoms.....	142	2	Danish bottoms.....	142
8	Other nationalities.....	1,267	8	Other nationalities.....	1,267
88	Total.....	15,001	88	Total.....	15,001

The rate of freights to the United States is usually one dollar per barrel, measurement.

Import duties.—Duties are imposed entirely on gross weight. The following is a translation of the present tariff:

Articles which are imported through the custom-houses are divided into the following classes, viz:

I. Articles which are free of duty.

II. Articles which pay three and one-half cents per kilogram.

III. Articles which pay 30 cents per kilogram.

First class.—Baggage of passengers weighing not more than 150 kilograms for each person; samples in small pieces, not exceeding 25 kilograms in weight; the effects brought for the use of public ministers and diplomatic agents accredited to the government, if the nations to which they belong concede the same exemption to ministers and diplomatic agents from the republic of Colombia; vessels constructed or in pieces, brought to navigate the seas or interior waters of the republic; machines and apparatus used in constructing and improving the roads, to clean the bays and ports, and to open and improve the canals for navigation; the carriages, utensils, and materials destined exclusively for railroads; materials for the construction of electric telegraphs; ice, guano, seeds, and roots of plants for agriculture; mineral coal; live animals; printed pamphlets and periodicals; type, apparatus, and utensils for printing, slates for schools, utensils, instruments, and apparatus asked by the government of States for public instruction and works; armaments and munitions which are introduced for the defence of the State or general government; all articles imported for account of the general government of whatever kind; the natural productions of Venezuela and Ecuador, introduced by the boundary lines of those countries, excepting salt, which is imported through the custom-house of Cucuta, as long as equal privileges are conceded by those republics to the United States of Colombia; unmanufactured gold and silver, and legitimately coined money which is not inferior to that coined by the government; bricks, tiles, and stones; slates for roofing; zinc, in sheets; the works destined for primary and professional instruction, for the publication of which patents have been obtained from the government of the

Union; steam machines and apparatus destined to improve the agriculture and arts of the country, weight not exceeding 1,000 kilograms.

Second class.—Tar; prepared and unprepared condiments, such as oil, anato, sugar, cinnamon, cloves, cummin-seeds, mustard, pepper, vinegar, &c.; wooden pails and tubs; varnish and common glue; pumps and hydraulic machines, with their respective tubes and aqueducts; common brushes; shoe blacking; empty glass and earthen bottles; carriages and cars of all kinds, with or without harness; corks; India-rubber in all forms; manufactured hemp in clothing and cordage; baskets and ordinary straw; empty demijohns; oakum, brooms and mats; looking glasses of 25 centimetres; iron, seed, copper, pewter, and lead, manufactured or unmanufactured; matches, wooden or wax; bellows of all kinds; tin or tinned iron in sheets or bars, for the use of the kitchen; bone in all forms; common soap in bars or cakes; wooden toys; printed or blank books, memorandum books; earthenware of all kinds; pictures and stamps for paper; liquors of all sorts; agricultural and mining implements; implements for arts and professional purposes, constructed or in pieces; wooden furniture, and wood for building purposes; marble and alabaster in all forms; unmanufactured tanned hides and skins; plants of all kinds; paints in powder or prepared; pianos, organs, and all kinds of musical instruments; paper and paper boards of all qualities; powder and artificial fires; palm-leaves for manufacturing hats; whetstones, filtering stones, flints, and grindstones; empty pipes and barrels, constructed or unconstructed; currycombs; saltpetre; empty sacks, whole or in pieces; unmanufactured tallow, or manufactured into candles; chewing tobacco; colored earth for houses; chalk and plaster of Paris in all forms; writing materials, utensils, and apparatus destined for the establishment of primary instruction; plate goods without quicksilver; crystal and unmanufactured glass in all forms; manufactured zinc; drugs and medicines.

Third class.—All articles not enumerated in the foregoing classes.

The act promulgating the foregoing tariff was approved July 5, 1867, to take effect four months from that date.

By act of Congress approved September 21, 1867, the immediate payment of customs is not required. By additional payment of two and one and one-half per cent. on the value of the importation, ninety days' time is given to the importer.

By law of the State of Bolivar a duty of one dollar per barrel is charged on flour consumed within the State limits.

There are no export duties in this country.

Trade with the United States.—During the late war in the United States many ships trading between the United States and this country changed the American for the English flag. This will account for the unusually small number of vessels of our nationality in Colombian waters. Trade between the two countries was almost paralyzed during the rebellion, and has not even yet regained its former strength. It is, however, now steadily increasing, and when the government of the United States returns to a specie basis, we may confidently hope for the return of our former active commercial relations. The invoices certified in this consulate during the last year embrace the sum of seventy-eight thousand four hundred and fifteen dollars and ninety-five cents, (\$78,415 95.) In my opinion, no frauds have been practiced on the revenue of the United States by shippers here.

Prices current.—For the year past the following prices current may be taken as a standard: coffee, 10 to 11 cents per pound; sugar, 6 to 7 cents per pound; beef, 10 to 20 cents per pound; pork, 10 to 20 cents per pound; rice, 4 to 6 cents per pound; American butter, 50 to 60 cents per pound; flour, \$16 to \$25 per barrel; corn, \$2 50 to \$3 per fanega, (300 pounds;) potatoes, 8 to 10 cents per pound; salt, (native,) \$6 to \$8 per fanega, (450 pounds;) salt, imported, \$12 to \$14 per fanega; hides, sweet, 10 to 12 cents per pound; salted, 8 to 10

cents per pound; cotton, 18 to 20 cents per pound; tobacco, 12 to 14 cents per pound.

Exports.—From the records in this consulate I have been enabled to compile the following:

Statement of exports to the United States from the port of Sabanilla for the year ended September 30, 1867.

Description.	Quantity.	Value.
Coffee	sacks.. 1,688	\$32,444 50
Cotton	bales.. 129	5,841 38
Sugar	boxes.. 88	1,648 00
Wool	tons.. 1,154½	20,875 20
Quina	bottles.. 110	1,760 00
Dividivi	packages.. 628	679 00
Ratanhia root	pounds.. 1,680	179 20
Balsam	packages.. 59	2,298 00
Hides, (sweet)	2,964	6,354 37
Hides, (salted)	364	761 50
Hide cuttings	bales.. 93	238 40
Hats	dozens.. 290	1,984 40
Raicilla	pounds.. 910	1,092 00
Sweet wood	pounds.. 960	968 00
Money		750 00
Piano, (old)		50 00
Old iron	pounds.. 8,300	83 00
Old books	box.. 1	10 00
Returned goods	cases.. 2	399 00
Total		78,415 95

Through the kindness of one of the officials in the custom-house at Sabanilla, with permission of the collector, I have been furnished with the following:

Statement of valuation of exports to Europe for the year ended September 30, 1867.

Description.	Quantity.	Valuation.
	<i>Kilograms.</i>	
Cotton	834,390	\$372,555 62
Tobacco	2,114	2,057,317 00
Coffee	296,000	72,799 50
Other produce	719,279	68,386 00
Total		2,571,058 12

Custom-house receipts.—The amount of duties received at the custom-house in Sabanilla for the year ended September 30, 1867, was \$79,145.

Improvements.—I cannot close this report without noticing the many and marked improvements which have taken place in this city during the past year.

Many fine houses have been built, or are now in process of construction. We have now four large steam gins, for cleaning cotton, in active operation here. An English machinist is about to erect an immense steam gin, saw-mill, and machine shop. It will add greatly to the industry of this city.

* * * * *

I may add in closing that this city is to the Magdalena what New Orleans is to the Mississippi. It is a great commercial depot, and, in time, will be a powerful commercial city.

Report of produce exported from Aspinwall, United States of Colombia, into the United States during the year ended September 30, 1867.

Description and quantity.	Value.
11,109 quintals ivory nuts	16,533 60
1,265 M cocoa-nuts	24,548 98
288 packages India-rubber, refined	52,119 lbs.. 12,734 08
830 packages India-rubber, unrefined	121,355 lbs.. 23,758 65
4 packages pickum-rubber	407 lbs.. 81 40
570 bags coffee	72,426 lbs.. 8,693 29
9½ tons logwood	156 64
39 tons fustic	390 00
1,271 dried ox hides	22,651 lbs.. 1,922 68
12 packages deer skins	1,902 lbs.. 489 05
34 packages goat skins	3,300 lbs.. 703 50
1 package calf skins	161 lbs.. 11 27
3 packages tiger skins	1 80
198 bales tobacco	27,443 lbs.. 7,920 00
3 seroons ipecacuanha root	301 lbs.. 300 30
1 bale sarsaparilla	158 lbs.. 26 86
4 seroons cloves	528 lbs.. 105 60
48 cases balsam tolu	4,889 lbs.. 2,951 20
15 bales indigo	2,250 lbs.. 1,575 00
2 kegs tamarinds	97 lbs.. 4 00
4 packages tortoise shell	336 lbs.. 672 00
3,000 dozen straw hats	2,900 00
2 barrels St. Croix sugar	366 lbs.. 22 87
Old copper	7,440 lbs.. 796 32
Old brass	3,782 lbs.. 302 56
Old composition metal	1,564.. 82 26
13 boxes pimento dram	13 doz.. 39 00
11 boxes lithographic stones	1,580 lbs.. 79 00
Total	107,801 61

American tonnage to this port has much decreased since the war, our vessels having to give way to foreign bottoms. Of course, this is owing to the fact that we have to build and sail ships dearer than any other commercial nation, growing, principally, out of the high rate of taxation on all materials used in their construction, and to the duties levied on their provisions and stores.

I append a comparative statement of the American tonnage to this port for the years 1859-'60, and 1866-'67, before and after the war, premising the statement with the remark that since 1860 the business to this isthmus has so much increased that if our ship-builders and ship-owners could have availed themselves of laws as favorable toward them as are the laws of England toward the same class of industry and capital, our tonnage, instead of falling off 37,000 tons in round numbers in six years, would have increased at least that amount, making it now, instead of 113,000, at least 188,000 tons.

TONNAGE INWARD—1859-'60.

Quarter ended December 31, 1859	54,142
Quarter ended March 31, 1860	45,517
Quarter ended June 30, 1860	28,793
Quarter ended September 30, 1860	23,322
Total tonnage	151,774

TONNAGE INWARD—1866-'67.

Quarter ended December 31, 1866.....	35, 679
Quarter ended March 31, 1867.....	27, 237
Quarter ended June 30, 1867.....	23, 811
Quarter ended September 30, 1867.....	27, 194
Total tonnage.....	<u><u>113, 921</u></u>

As regards the amount of goods shipped on foreign vessels from this port, no correct statement can be arrived at, as we have no custom-house, no bureau of statistics of any kind, and no figures are kept of trade in any shape by the government.

We have five lines of steamers to Aspinwall from different points, viz :

American line of sidewheel steamers from New York, three steamers per month, tonnage averaging 2,725 each, connecting with steamers from Panama for San Francisco, and thence with steamers for China and Japan ; also connecting at Panama with the Panama Railway Company's line to Central America, with the British line to South American ports, and the British line to Australia.

British line of sidewheel steamers from Southampton, touching at St. Thomas, and connecting there with all the West India islands and Mexico. This line connects at Panama with British line to Ecuador, Peru, Bolivia, and Chili. Also once a month with British line to Australia. The same line runs a steamer between Aspinwall and Carthagen a once a month, and a steamer once a month to San Juan del Norte.

A propeller line from Liverpool of three steamers per month, averaging 2,000 tons, touching at St. Thomas and Santa Martha.

A French line, one sidewheel steamer of 1,200 horse power per month from St. Nazaire, touching at Martinique and Santa Martha, and connecting with British steamer at Panama for the south coast, for Central America and California.

A Spanish line, once a month, from Cuba, Jamaica, and Santa Martha.

CARTHAGENA—A. S. HANABERGH, *Consul*.

JANUARY 10, 1868.

I have the honor to communicate to the department that, by a decree of the national executive of this country, the duties on importations to be collected by the custom-houses, from the 1st of April next, are to be increased fifty per cent. Consequently the articles comprised in the second class of the tariff, which formerly paid $3\frac{1}{2}$ cents per kilogram, will be charged 5 cents per kilogram gross weight, and the articles comprised in the third class, which formerly paid 30 cents per kilogram, will be charged 45 cents per kilogram.

The extra charge of 15 per cent. on articles of the third class will be discontinued under the new rates.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of the exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Description and quantity.	Value.
Balsam tolu	\$7, 428 93
Coffee	898 90
Ivory nuts	2, 555 00
Fustic	1, 092 28
India-rubber	28, 778 83
11,288 pounds India-rubber and 2,000 cocoa-nuts	3, 257 14
22,494 kilograms India rubber, 200 tons fustic, and 710 seroons tobacco	26, 690 00
30,457 pounds India-rubber, 414 pounds ipecac., 19,600 cocoa-nuts	9, 961 78
Total for quarter ended December 31, 1866	80, 662 86
Total for quarter ended March 31, 1867	21, 906 47
Total for quarter ended September 30, 1867	60, 764 06
Total for nine months	163, 333 39

PANAMA—W. B. LITTLE, *Consul*.

DECEMBER 31, 1866.

Statement showing the description, quantity, and value of exports from this port to the United States during the quarter ended this day, (compiled from consular returns.)

Description and quantity.	Value.
24 bales, 8 packages, and 125,149 pounds India-rubber	\$36, 148 66
5,125 hides	2, 880 72
7 bales, 8,731 pounds, deer skins	3, 246 35
1,302 sacks, 103,743 pounds, ivory nuts	3, 970 25
1,621 seroons bark	23, 076 60
600 pounds sarsaparilla	79 00
2 456 pounds pearl shells	1, 188 50
38,929 pounds sugar	1, 553 05
1 seroon indigo	150 00
5 bales straw hats	4, 000 00
2,485 pounds old copper	245 60
153 sacks coffee	1, 552 73
388 sacks, 72,322 pounds, cocoa	18, 995 30
100 pounds cotton	31 00
61 slabs and 29,271 pounds India-rubber	7, 838 25
1,650 bales linen and cotton goods	187, 714 00
Sundries	680 30
Total for quarter ended December 31, 1866	293, 755 21
Total for quarter ended March 31, 1867	61, 045 27
Total for quarter ended June 30, 1867	81, 891 77
Total for nine months	436, 692 25

VENEZUELA.

LA GUAYRA—CHAS. H. LOEHR, Consul.

Statement showing the arrivals and departures of foreign vessels at the United States consulate at La Guayra from the 1st January to 31st March, 1867.

CARGOES INWARD.			CARGOES OUTWARD.		
Quantity and description.	Value.	Where from.	Quantity and description.	Value.	Where bound.
1,530 barrels flour	\$42,294 00	Philadelphia.	1,080 hides	\$7,767 44	New York.
1,600 bags corn			2,570 pounds cocoa		
200 kegs lard			20 deer-skins		
450 kegs butter			880 empty wheat bags		
1,800 gallons refined petroleum			2,400 dollars specie	14,156 83	New York.
219 coils manila rope			66,990 pounds coffee		
20 carts			1,190 hides		
36 wheelbarrows			2,000 empty wheat bags		
4 hogs			172,740 pounds coffee	46,472 29	New York.
2,300 barrels flour			31,349 pounds cocoa		
2,000 gallons kerosene			1,131 hides		
72 dozen Radway's Ready Relief			750 empty wheat bags		
84 dozen pills			10,500 dollars specie		
10 bags pepper	28,471 80	New York.			
500 boxes fire-crackers					
90 rolls matting					
10 packages cloves					
Dry goods and provisions					
1,400 barrels flour					
4,420 gallons petroleum					
11,250 pounds codfish					
200 boxes candles					
30 drums					
6 boxes furniture					
200 pounds tallow					
	26,881 40	New York.			

	Vessel in port	New York.
100 barrels soap		
20 boxes cheese		
10 barrels hams		
100 dozen brooms		
3,000 feet lumber		
45 barrels potatoes		
2,000 barrels flour		
2,800 gallons refined coal oil		
250 boxes codfish		
10 carts		
12 wheelbarrows		
200 coils manila rope		
555 kegs butter		
1 horse		
2 dogs		
48 iron bars		
1,647 bags grain		
400 boards		
20 boxes machinery		
100 gallons spirits turpentine		
974½ pounds tobacco		
Total	33, 336 80	68, 397 26
	Philadelphia.	Total.....
		130, 984 00

Statement showing the arrivals and departures of foreign vessels at the United States consulate at La Guayra from April 1 to June 30, 1867.

CARGOES INWARD.		CARGOES OUTWARD.			
Quantity and description.	Value.	Where from.	Quantity and description.	Value.	Where bound.
1,800 barrels flour.....	\$27, 860 00	New York.	219,452 pounds coffee.....	\$12, 195 76	Philadelphia.
6,000 gallons petroleum.....			6,380 pounds cocoa.....		
1,500 mats cassia.....			1,454 hides.....		
300 boxes raisins.....			60 empty barrels.....		
2,700 pounds mould candles.....			1,520 empty bags.....		
1,172 pounds cotton goods.....			60 old picks.....		
75 dozen Florida water.....			1 box plants.....		
1 cart.....			21,900 pounds coffee.....		
75 rolls matting.....			13,068 pounds cocoa.....		
220 boards.....			368 hides.....		
25 tons coal.....	34, 598 20	Philadelphia.	5,437 deer-skins.....	28, 707 55	New York.
15 bags black pepper.....			\$16,210 specie.....		
15 bags pimento.....			.....	
2,239 barrels flour.....			.....	
25 tons coal.....			.....	
2,000 gallons petroleum.....			.....	
1 cart.....			Ballast.....		
1 boat.....			.....	
2,500 bags grain.....			.....	
1,000 boards.....			.....	
Dry goods, hardware, and provisions.....	30, 896 40	New York.	95,557 pounds coffee.....	30, 896 40	New York.
1,600 barrels flour.....			7,400 pounds cocoa.....		
2,200 gallons refined petroleum.....			2,727 deer-skins.....		
1,052 bags grain.....			8,313 pounds sugar.....		
7,200 boxes sanative pills.....			2,800 empty wheat bags.....		
75 tons coal.....			\$7,465 specie.....		
12 carts.....			.....	
12 harnesses.....			.....	
12 wheels.....			.....	
10 barrels hams.....			.....	

[illegible]

1 Philadelphia.. Philadelphia..	hoop skirts, 2,000; hams, 10 barrels; fish, 25 boxes; corn, 400 bags. Kerosene oil, 2,000 gallons; flour, 1,600 barrels; tallow, 400 boxes; soap, 60 boxes; potatoes, 100 barrels; chewing tobacco, 30 boxes; cummin seed, 4,988 lbs.; candles, 250 boxes; furniture, 20 boxes; brooms, 50 dozen; lumber, 7,000 feet; nails, 20 kegs; wheat, 1,200 bags.	25, 065 20	1	Ballast and specie, \$20,210, gold.	115, 631 35
10		112, 514 55	5		

Classes of vessels entered: 3 barks, 1 brig, 1 brigantine, and none in port.
 Classes of vessels cleared: 3 barks, 1 brig, 1 brigantine, and none in port.
 Aggregate tonnage entered, 1,430.
 Number of invoices wares, merchandise, &c., authenticated, 17.
 Total amount of invoices, \$115,631 35, including \$35,671 60 in specie.

OCTOBER 31, 1867.

I have the honor to enclose herewith a general review of the import and export trade within this consulate, and general information as an addition to my commercial report for the year ending September 30, 1867, already transmitted with despatches Nos. 37 and 38.

The market at the present moment is very dull, with little commercial animation and no change in prices.

Exchange on London 6.62½; on Paris 3 85; on Hamburg 32, at 90 days.

Nothing reliable is given regarding the disturbances in the interior of this republic, although it is reported that two provinces, Aragua and Guarico, have revolted. Arms and munitions are being sent to the west.

General review of the trade within the United States consulate at La Guayra during the year ending September 30, 1867.

IMPORT TRADE.

The gross value of imports (in 192 vessels of 56,101⁷¹/₁₀₀ tons) from foreign ports amounts to \$4,521,786 89, showing an increase of \$303,285 89, as compared with the importation in 1866, attributed to encouraging enactments.

In the shipping there is a decrease of 6,869⁹/₁₀₀ tons, owing partly to the discouragement of the New York and La Guayra Steamship Company, whose vessels were less engaged in last year's trade.

The amount of duty paid on the above at the custom-house is \$2,167,389 12, being an increase of \$118,004 35 over the amount levied in 1866.

United States.—The value imported from the United States (in 28 vessels of 8,435⁷¹/₁₀₀ tons measurement) amounts to \$728,783 05, showing a decrease of \$331,871 41. This decrease has arisen from the reduced prices of flour and other productions during the year, and partly from the lesser demand of the same, as well as a lesser shipment of coal oil and refined petroleum.

Great Britain and colonies.—The importations from Great Britain and colonies (in 28 vessels of 17,289 tons) amount to \$1,245,181 16, showing a decrease of \$58,289 17, as compared with 1866; but there is an improvement in the shipping of 1,117 tons over the previous year.

Hamburg.—The value imported from Hamburg in 36 vessels of 9,750 tons burden amounts to \$1,116,040 10, being in value \$342,882 58, and in the shipping 2,737 tons more than in 1866.

Bremen.—The value of imports from this Hanseatic town (in only three vessels of 562 tons) amounts to \$103,990, showing a slight increase of \$27,801 80, as compared with the previous year; but the shipping shows 190 tons less.

This trade is of little consequence and unpromising. The articles imported are similar to those from Hamburg.

France and colonies.—Seventeen vessels of 5,313 tons burden arrived during the year from France, and two vessels of 510 tons from Martinique, altogether to the value of \$618,000, showing a total increase of \$16,354 90; but in the shipping a decrease of 2,800 tons, compared with 1866.

Spain and colonies.—The value of imports from Spain and colonies (in 16 vessels of 3,960 tons) amounts to \$210,886 25, showing an increase of \$43,084 91; but in the shipping is a falling off of 294 tons as compared with the previous year.

Holland and Curaçoa.—The direct trade with Curaçoa is far more important than the traffic with Holland, which is very insignificant. The value imported (in 22 vessels, mostly small crafts, of 2,815 tons) amounts to \$109,008 35, showing an increase of \$37,862 22, but in the shipping 1,533 tons less than in the year 1866.

The articles brought from Curaçoa consist of the mixed productions of all countries, principally British, German, and some Hollandish.

Denmark and St. Thomas.—There has been no vessel direct from Denmark; the value of imports from St. Thomas (in 19 vessels of 6,823 tons) amounts to \$168,040 70, showing a slight decrease of \$3,554 34, but in the shipping a falling off of 1,715 tons, as compared with the previous year.

Italy.—The trade with Italy in the year 1866 was worth \$84,025 31, imported in four vessels of 1,043 $\frac{23}{100}$ tons; this year the shipments in only two vessels of 411 tonnage amounts to \$52,603 87, showing a decrease of \$31,421 54, with 482 $\frac{23}{100}$ in the shipping, as compared with the year 1866.

Austria.—The trade with Austria is almost unworthy of notice; only three vessels were engaged in the same. The imports in these three vessels of 789 tons amount to \$47,111, exceeding, however, the previous year by \$17,013 91 and 346 tons in the shipping.

Hayti and St. Domingo.—Two vessels of 546 tons arrived from that island in ballast, and cleared for Vera Cruz, Mexico.

Venezuela.—The value of imports from foreign countries (in seven national vessels of 1,713 tonnage) amounts to \$102,416 32, showing an increase of \$43,549 62, with 301 tons in the shipping, as compared with 1866.

The coasting trade amounts to the value of \$1,560,212, being an increase of \$87,522 as compared with the previous year.

There is a slight improvement in the trade of this country since some of the difficulties with which the merchants had to contend during the civil war of past years are now partly removed.

EXPORT TRADE.

The gross value of exports in 1867 (in 187 vessels of 52,410 tonnage) amounts to \$4,326,876 91, showing a decrease of \$109,015 03, as compared with 1866.

In the shipping there is also a decrease of 1,903 tons. This falling off is to be attributed to the fact that a great number of hands engaged in manual labor were pressed into military service during the revolts of last year. The duty on exports produced the sum of \$2,013,066 10.

The productions exported were: coffee, 15,203,453 pounds; cotton, 5,186,211 pounds; cocoa, 611,477 pounds; indigo, 61,157 pounds; hides, 34,552; deer-skins, 21,810; muscovado (brown) sugar, 192,466 pounds; oxhorns, 9,188; cocoa-nuts, 18,186; fustic, 1,160 $\frac{2}{3}$ tons; lignumvitæ, 85 tons; quina bark, 22,160 pounds; tobacco, 466 pounds; hard building lumber, 36 $\frac{1}{4}$ tons; bitters, 144 boxes; seeds and plants, 16 boxes; chocolate, 1,410 pounds; artificial flowers and preserved birds, 15 boxes; sweetmeats, 86 boxes, &c.

United States.—The value of exports to the United States (in 28 vessels of 8,435 $\frac{71}{100}$ tonnage) amounts to \$534,208 11, showing a slight decrease of \$24,186 44; but in the shipping 2,250 $\frac{85}{100}$ tons less, in consequence of the discontinuance of the New York and La Guayra Steamship Company, as compared with the year 1866; the decrease in the tonnage is also partly owing to the sale or removal of two Philadelphia barks.

Great Britain.—The value of exports (in 27 vessels of 16,917 tonnage) amounts to \$1,076,716 55, showing a considerable increase of \$442,816 61, with 1,463 tons in the shipping as compared with 1866.

Hamburg.—The value of exports to this Hanseatic town (in 34 vessels of 9,215 tons) amounts to \$926,410 80, showing a decrease of \$393,279 03 as compared with previous year, but an increase of 1,640 tons in the shipping.

When the tobacco crops are affected the trade with Hamburg and Bremen feels the change, as it is to those places that nearly the whole of the article is exported.

Bremen.—The exports to Bremen (in only three vessels of 562 tons burden) amount to \$186,904, showing a decrease of \$37,176 35 as compared with 1866, though the tonnage is nearly the same as last year. This trade does not seem encouraging or likely to improve.

France and colonies.—The exports to France and colonies (in 18 vessels of 5,466 tonnage) amount to \$666,501 75, showing a decrease of \$131,103 24, with 2,453 less tonnage in the shipping as compared with 1866.

Spain and colonies.—The value exported to Spain and colonies (in 15 vessels of 3,587 tonnage) amounts to \$380,135, showing a decrease of \$275,220 54 as compared with 1866, also a falling off of 994 tons in the shipping.

Holland and Curaçoa.—The value of exports to Amsterdam and Curaçoa (in 22 vessels of 2,815 tonnage) amounts to \$117,833, showing a slight decrease of \$18,033 12 with 963 tons in the shipping as compared with the previous year.

Denmark and St. Thomas.—The value of exports to Altona and St. Thomas (in 17 vessels of 3,614 tons) amounts to \$163,707 15, an increase of \$48,791 09 as compared with 1866. A surplus of 718 tons in the shipping was employed by other countries.

Italy.—The value of exports to Italy (in but two vessels of 461 tons) amounts to \$62,108 18, a decrease of \$76,827 57 with 582 $\frac{23}{100}$ tons in shipping.

Mexico.—Two vessels of 546 tons burden, which came in ballast from St. Domingo, sailed for Mexico with a cargo of \$23,111 72.

Venezuela.—The gross value of exports, (in 11 Venezuelan vessels of 1,713 tons,) \$116,700, show not much improvement when compared with 1866. The productions of this country, as above mentioned, were shipped in national vessels to various ports.

GENERAL INFORMATION.

OCTOBER 31, 1867.

The result of my statement of trade between the United States and this port shows a decrease in importation, arisen, in my opinion, from a lesser demand or consumption of the principal American staples, such as flour, petroleum, &c.

The slight decrease in exportation, as compared with last year, may be attributed to the scarcity of crops; but there is no doubt that it has, to a great extent, also been owing to the low prices of Venezuelan produce in the United States markets; most of the New York and Philadelphia vessels were despatched this year in ballast or with small cargoes. In addition to this, but little American gold was received to be invested in shipments to the United States, in consequence of the still somewhat deranged state of commerce between the two countries. Nearly all the shipments to and from the United States for the past year have been made under foreign flags, although the cargoes were owned by American parties. Our four years' war will account for this, but I hope the enterprising spirit of our people will soon change this state of things.

Specie has been exported to the United States to the amount of \$134,680 in American gold.

There arrived and sailed this year 28 vessels of 8,435 $\frac{71}{100}$ tons, with \$728,783 05 imports and \$554,208 11 exports, against 38 vessels of 11,686 $\frac{56}{100}$ tons, with \$1,460,654 46 imports and \$558,394 55 exports of previous years.

The new tariff of export duties, which went into force on the 1st of October, has been specified in my despatches Nos. 37 and 38.

SEPTEMBER 30, 1867.

The following tariff of prices on articles for exportation, on which value 4 per cent. is to be collected, has been regulated in accordance of article 3 of the law of May 25, decreed by the executive in conformity with article 2 of the same

law, and which will be brought into practice at all the custom-offices in the republic of Venezuela from the first day of October, 1867, viz :

Articles.	Value.	Duties.
Cotton	\$20 the quintal	\$0 80
Starch	\$4 the quintal	16
Indigo	5 reals the pound	reals 2½
Oil of copaiva or cabimba	6 reals the pound	\$0 3
Cocoanut oil	\$15 per carga of 80 barrels	60
Oil of sassafras	6 reals the pound	3
Horns (oxen)	\$2 the hundred	8
Asses	\$15 each	60
Horses and mares	\$50 each	2 00
Cocoa	\$20 the fanega	80
Coffee	\$12 50 the quintal	50
Cebadilla	\$4 the quintal	16
Cocoanuts	\$2 the hundred	8
Hides	\$2 50 each	10
Deer-skins	\$25 the quintal	1 00
Tiger skins	\$5 each	20
Skins of other animals	\$25 the quintal	1 00
Dividivi	75 cents the quintal	3
Building wood		4 per cent.
Maize	\$1 the quintal	4 per cent.
Mules	\$50 each	\$2 00
Lignumvitæ	\$12 50 the ton	50
Fustic	\$10 the ton	40
Dyewood	\$12 50 the ton	50
Peruvian bark	\$25 the quintal	1 00
Lipijapa (straw) hats	\$12 50 the dozen	50
Sole leather	\$2 50 the side	10
Oxen and steers	\$20 each	80
Tacamahaca, caraña, and other medicinal substances	\$25 the carga	1 00
Vanilla	\$5 the pound	20
Sarsaparilla	\$10 the quintal	40
Tonka beans	\$1 the pound	4

Articles not specified in the above pay 4 per cent. ad valorem.

The value of the articles not specified in the present tariff, excepting the products of cane declared free, according to decree of July 9, 1866, may be fixed between the exporter and the respective collector of customs, in order to collect the 4 per cent., and in case of divergence may be decided by a third person, who should be an agriculturist or merchant and not an exporter, the same to be appointed by the collector.

Statement showing the description, value and destination of exports from La Guayra during the year ended September 30, 1867.

	Pounds.
Coffee exported to Hamburg	5,608,858
Do.....Bremen	529,100
Do.....France	2,050,701
Do.....Spain	2,750
Do.....Austria	323,070
Do.....Italy	285,320
Do.....Great Britain	38,530
Do.....the West Indies	7,540
Do.....the United States	5,664,171
	<u>14,510,040</u>

Cocoa exported to Hamburg	34, 315
Do..... France	439, 501
Do..... Spain	100, 156
Do..... Great Britain	32, 550
Do..... the West Indies	6, 990
Do..... the United States	26, 960
	<u>640, 472</u>
Cotton exported to Hamburg	1, 756, 850
Do..... Bremen	118, 325
Do..... France	991, 648
Do..... Spain	342, 723
Do..... Great Britain	1, 808, 478
Do..... the West Indies	67, 506
	<u>5, 086, 530</u>
Indigo exported to France	9, 646
Do..... Great Britain	1, 181
Do..... Spain	200
Do..... the West Indies	871
Do..... the United States	38, 359
	<u>50, 257</u>
Hides exported to Hamburg	4, 723
Do..... France	430
Do..... Spain	6, 031
Do..... the United States	21, 767
	<u>32, 951</u>
Coffee	14, 510, 040
Cocoa	640, 472
Cotton	5, 086, 530
Indigo	50, 275
Hides	32, 951

Statement showing the nationality and number of vessels arrived from and departed to foreign ports at La Guayra during the year ended September 30, 1867.

United States	7	Hamburg	16-4*
British	70	Bremen	1
French	20-2*	Prussian	5
Danish	9-1*	Austrian	9
Spanish	10	Hanoverian	4
Hollandish	20	Holstein	5
Venezuelan	7-1*		
Italian	2	Total	187
Mexican	1		

REMARK.—The vessels marked with an (*) were loading in port the 30th September, 1866, and are 5, making 192 vessels.

Statement showing the nationality and number of vessels arriving, &c.—Cont'd.

Arrived from—	Vessels.	Departed for—	Vessels.
Hamburg	36	Hamburg	40
Havre	3	Havre	8
Bordeaux	15	Bordeaux	12
Marseilles	1	Marseilles	1
Amsterdam	13	Bremen	3
Malaga	11	English Channel for orders	1
Barcelona	2	Barcelona	8
Cienfuegos	3	Santander	1
Genoa	2	Trieste	3
Dunquerque	1	Genoa	1
Glasgow	1	Mexico	2
Newport	8	Liverpool	18
Liverpool	18	New Orleans	1
New York	17	New York	15
Philadelphia	11	Philadelphia	10
West Indies	45	West Indies	62
Total	187	In port September 30, 1867.	10
		Total	192

Table showing the amount of exports during the last four years.

Years ending—	Coffee.	Cotton.	Cocoa.	Indigo.	Hides.	Vessels.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>		
September 30, 1864	12, 869, 653	345, 313	1, 132, 341	3, 106	58, 198	133
September 30, 1865	20, 500, 582	1, 999, 992	475, 598	8, 136	45, 815	152
September 30, 1866	12, 492, 147	3, 390, 091	1, 192, 912	52, 758	42, 084	209
September 30, 1867	15, 203, 453	5, 186, 211	611, 477	61, 157	34, 552	192
Total	61, 665, 855	10, 921, 607	3, 412, 408	125, 157	180, 649	686

Comparative statement showing the shipping and value of trade between the United States and La Guayra for the last two years ended September 30, 1867.

Quarters ending—	Vessels.	Tonnage.	Imports.	Exports.	Flag.	
					American.	Foreign.
December 31, 1865	9	2, 425	\$415, 519 23	\$103, 220 99	1	8
March 31, 1866	12	2, 863. 65	473, 436 95	180, 974 44	3	9
June 30, 1866	9	3, 400. 63	317, 023 13	215, 111 79	3	6
September 30, 1866	8	2, 997. 28	254, 675 15	59, 087 33	2	6
Total	38	11, 686. 56	1, 460, 654 46	558, 394 55	9	29

Quarters ending—	Vessels.	Tonnage.	Imports.	Exports.	Flag.	
					American.	Foreign.
December 31, 1866	10	3, 813. 28	\$257, 332 50	\$150, 590 07	2	8
March 31, 1867	6	1, 334. 43	387, 468 40	133, 436 77	4	2
June 30, 1867	7	1, 858	171, 470 60	134, 549 92	1	6
September 30, 1867	5	1, 430	112, 511 55	115, 631 35	.....	5
Total	28	8, 435. 71	728, 783 05	534, 208 11	7	21

Comparative statement of shipping and value of trade at the port of La Guayra for the last two years ended September 30, 1867, divided among the nations as follows :

1866.

Nations.	Vessels.	Tonnage.	Value of imports.	Value of exports.
United States	38	11,686.56	\$1,060,654 46	\$558,394 55
Hamburg	31	6,013	683,157 42	1,319,689 83
Bremen	4	752	76,188 20	224,080 35
Great Britain and colonies	30	16,172	1,186,891 99	533,901 94
France and colonies	26	9,623	601,645 10	797,604 99
Spain and colonies	18	3,666	167,801 34	755,355 54
Holland and Curaçoa	22	4,348	71,146 13	197,916 12
Denmark and St. Thomas	19	6,823	171,595 04	114,966 06
Italy	6	1,643.23	84,025 31	158,935 75
Austria	2	343	30,097 09	90,975 57
Hayti and St. Domingo	2	546	.....	3,496 12
Venezuela	11	1,412	48,866 70	83,200 15
Total	209	63,070.80	4,218,591 58	4,435,891 94

1867.

Nations.	Vessels.	Tonnage.	Value of imports.	Value of exports.
United States	28	8,435.71	\$728,783 05	\$534,208 11
Hamburg	36	9,750	1,116,040 10	926,410 80
Bremen	3	562	103,990 00	186,904 00
Great Britain and colonies	28	17,289	1,245,181 16	1,076,716 55
France and colonies	19	5,823	618,000 00	666,501 75
Spain and colonies	16	3,960	210,886 25	380,135 00
Holland and Curaçoa	22	2,815	109,008 35	117,883 00
Denmark and St. Thomas	21	4,108	168,040 70	163,707 15
Italy	2	411	52,603 87	62,108 18
Austria	3	789	47,111 00	72,490 65
Mexico	2	446	19,816 09	23,111 72
Venezuela	7	1,713	102,416 32	116,700 00
Total	187	56,101.71	4,521,876 89	4,326,876 91

Prices current of articles exported from the port of La Guayra during the quarter ending September 30, 1867.

Cotton (in small quantities) per quintal	\$21 00 to \$22 00
Cocoa, Rio Chico, per fanega of 110 pounds	28 00 to 31 00
Cocoa, Carupano, per fanega of 110 pounds	15 00 to 22 00
Cocoa, Sotovento, per fanega of 110 pounds	32 00 to 34 00
Coffee, unwashed, Caracas, per quintal	11 50 to 13 00
Coffee, washed, Caracas, per quintal	13 00 to 15 00
Hides, oxen, salted, per quintal	6 50 to 7 50
Hides, sweet, folded, per quintal	10 00 to 11 00
Deer-skins, per quintal	30 00 to 32 00

EXCHANGE.

On London, \$6 60 the pound sterling, ninety days' sight.

On Paris, francs 3 85 the dollar, ninety days' sight.

On Hamburg, shillings 32 the dollar, ninety days' sight.

The dollar currency of Venezuela is equal to 74 42-100 cents, estimated in American or Spanish silver dollars.

Table showing the value of United States and foreign trade at the port of La Guayra from October, 1866, to July 31, 1867.

Importation.				Exportation.			
Months.	No. of vessels.	Tonnage.	Value of cargo.	Months.	No. of vessels.	Tonnage.	Value of cargo.
October, 1866.....	15	4, 068	\$332, 913 50	October, 1866.....	16	4, 693	\$229, 635 83
November, 1866.....	14	4, 017	285, 973 00	November, 1866.....	10	2, 514	238, 981 95
December, 1866.....	18	4, 584	263, 643 27	December, 1866.....	14	3, 833	268, 226 36
January, 1867.....	20	6, 940	474, 213 94	January, 1867.....	20	6, 396	277, 257 68
February, 1867.....	18	3, 977	252, 717 54	February, 1867.....	20	4, 104	629, 448 58
March, 1867.....	19	4, 686	200, 993 41	March, 1867.....	19	4, 520	771, 405 54
April, 1867.....	17	4, 789	301, 916 26	April, 1867.....	20	5, 661	646, 381 12
May, 1867.....	20	4, 834	410, 663 18	May, 1867.....	19	4, 209	605, 757 04
June, 1867.....	16	4, 570	420, 150 89	June, 1867.....	13	2, 016	456, 478 79
July, 1867.....	18	4, 658	370, 098 03	July, 1867.....	18	4, 254	732, 414 00

Description and quantity of exports from La Guayra for the month of July.

Description.	Quantity.	Description.	Quantity.
Cotton.....pounds..	692, 578	Deer-skins.....	3, 948
Coffee.....do..	2, 164, 610	Old metal.....pounds..	6, 000
Cocoa.....do..	849, 602	Cimaruba.....do..	1, 525
Fustic.....do..	32, 000	Indigo.....do..	1, 083
Bones.....do..	8, 736	Chocolate.....do..	168
Hides.....do..	1, 120	Bocadilla.....do..	120

Prices current of articles exported during the month of July.

Description.	Value.
Cotton, (in small quantities).....per quintal..	\$23 00 to \$23 50
Cocoa, Rio Chico.....fanega of 110 pounds..	15 00 to 24 00
Cocoa, Carupano, nominal.....do.....	14 00 to 15 00
Cocoa, Sotovento.....do.....	37 00 to 38 00
Coffee, unwashed, Caracas.....quintal..	12 50 to 13 00
Coffee, washed, Caracas.....do.....	13 50 to 15 00
Hides, oxen, salted.....do.....	6 00 to 8 00
Hides, sweet, folded.....do.....	10 00 to 11 00
Deer-skins.....do.....	32 00 to 34 00

EXCHANGE.

On London, \$6 60 the pound sterling, ninety days' sight.
 On Paris, francs 3 85 the dollar, ninety days' sight.
 On Hamburg, shillings 31½ the dollar, ninety days' sight.

Almanac of the port of La Guayra for the month of July, latitude 10° 18' 4" north, longitude 66° 54' 18" west; height above the sea 112 feet.

Means of the barometer.....	30° 1, 4'
Means of the temperature of the air, A. M.....	81° 5' Fahr.
Means of the temperature of the air, M.....	86° 0 Fahr.
Means of the temperature of the air, P. M.....	83° 0 Fahr.
Means of the temperature of the sea, A. M.....	82° 0 Fahr.
Means of the temperature of the sea, M.....	83° 2' Fahr.
Means of the temperature of the sea, P. M.....	82° 1' Fahr.

Almanac for the port of La Guayra, &c.—Continued.

	<i>h. m.</i>
Mean sunrise	5 50
Mean sunset	6 10
Mean length of day	12 20
Mean length of night	11 40
General direction of the wind, NE. and E.	
Weather: heat steady and oppressive, partially clear, frequent and heavy showers.	

Time table and tariff rates of freight and passage between St. Thomas, La Guayra, Puerto Cabello, and vice versa.

Steamer arrives from St. Thomas at La Guayra on the 3d and 19th of each month.
 Steamer arrives from Puerto Cabello at La Guayra on the 9th and 25th of each month.
 Steamer departs from La Guayra for St. Thomas on the 9th and 25th of each month.
 Steamer departs from La Guayra for Puerto Cabello on the 3d and 19th of each month.

FREIGHT.

Merchandise, dry, per ton of 40 cubic feet, British	\$8 00
Crockery, per ton of 40 cubic feet, British	3 20
Liquids, per ton of 40 cubic feet, British	5 00
Hardware, sold by weight, per ton of 2,240 pounds	6 00
Flour and provisions, per barrel	60
Machinery, per agreement	
Jewelry and specie $\frac{1}{2}$ per cent.	
Coffee in bags, per quintal	40
Coffee in casks or barrels, per ton of 2,240 pounds	9 00
Cotton in bales, pressed, per quintal	50
Fustic and lignumvite, per ton of 2,240 pounds	2 50
Cocoa, in bags, per quintal	50
Tobacco, in zeroons, per quintal	50
Merchandise, general, per ton of 40 cubic feet, British	8 00
Hides, each	13
Sarsaparilla	50
Skins, deer, goat, in packages, per quintal	60
Samples, packages, per quintal	1 00
Other effects in proportion	

Freights between La Guayra and Puerto Cabello, and *vice versa*, according to custom.

No bills of lading are signed for a less sum than one dollar.

Goods are landed at the consignee's or shipper's expense.

Not accountable for value of parcels exceeding \$10, unless it is declared at time of shipment, and an additional freight of one per cent. on value paid.

PASSAGE.

From St. Thomas to La Guayra, and *vice versa*, \$35, first class; from St. Thomas to Puerto Cabello *via* La Guayra, and *vice versa*, \$40, first class; from La Guayra to Puerto Cabello, and *vice versa*, \$10, first class; from St. Thomas to La Guayra, and *vice versa*, \$17 50, second class; from St. Thomas to Puerto Cabello *via* La Guayra, and *vice versa*, \$20, second class; from La Guayra to Puerto Cabello, and *vice versa*, \$5, second class; to be paid before embarking, in silver dollars or their equivalent.

AUGUST, 31, 1867.

* * * * *

The immigration from the United States to the mines of Guayana appears to increase; it is reported that 5,000 persons have already arrived, and that soon 3,000 wealthy farmers are expected at Cobija, Bolivia, from Florida.

* * * * *

Prices current of Venezuelan produce exported from the port of La Guayra during the month of November, 1867.

Cotton, per quintal, \$19 to \$20 ; indigo of Barinas, per pound, 91 cents to \$1 ; Sotovento cocoa, per fanega of 110 pounds, \$32 to \$34 ; Rio Chico cocoa, per fanega of 110 pounds, \$28 to \$31 ; Curupano cocoa, nominal, per fanega of 110 pounds, \$22 ; Caracas coffee, washed, \$13 per quintal ; Caracas coffee, unwashed, \$11 50 to \$13 per quintal ; oxen hides, salted, \$6 50 per quintal ; sweet hides, folded, \$10 to \$11 per quintal ; sweet hides, washed, \$13 to \$13 50 per quintal ; deer-skins, \$30 to \$32 per quintal ; fustic, of the coast, ton of 2,000 pounds, \$16 to \$18 ; lignumvitæ, per ton of 2,000 pounds, \$12 to \$15.

EXCHANGE.

On London, \$6 50 the pound sterling, 90 days' sight ; Paris, francs 3.84 the dollar, 90 days' sight ; Hamburg, shillings 33 the dollar, 90 days' sight.

The dollar currency of Venezuela is equal to $74\frac{42}{100}$ cents, estimated in American or Spanish silver dollars.

Prices current of articles of consumption for the year ending September, 1867.

White American beans \$9 to \$9 50 per bag of 120 pounds ; fresh beef \$2 50 to \$3 per arroba of 25 pounds ; Hollandish tallow candles \$6 to \$6 25 per box of 20 pounds ; sperm candles \$30 to \$34 per quintal of 100 pounds ; native soft cheese \$23 to \$24 per quintal of 100 pounds ; Holland cheese \$13 to \$15 per dozen ; Patagras cheese \$38 to \$40 per quintal ; cocoa-nuts \$2 25 to \$2 50 per hundred ; American flour \$21 to \$22 per barrel ; rye flour \$11 per barrel ; white Indian corn \$6 to \$6 50 per fanega of 240 pounds ; yellow Indian corn \$6 75 to \$7 ; American hogs' lard \$21 to \$21 50 per quintal ; native hogs' lard \$2 to \$2 25 per demijohn of 3 gallons ; American sole leather \$47 to \$50 per quintal ; native sole leather \$3 50 per side ; cocoa-nut oil 20 to 22 cents per bottle ; West India rice \$7 to \$7 50 per quintal ; rum \$5 50 to \$6 per carga of 80 barrels ; Cumana salt \$8 to \$8 50 per fanega of 300 pounds ; Margarita salt \$6 25 to \$6 50 ; paper cigars 68 to 75 cents per dozen ; American soap \$2 75 to \$3 per box of 25 pounds ; Maiquetia soap \$1 75 to \$2 per box of 25 pounds ; Puerto Cabello soap \$2 25 to \$3 per 12 pounds ; Puerto Cabello soap \$2 50 to \$3 per 20 pounds ; Puerto Cabello soap \$3 to \$3 37 per 24 pounds ; starch \$6 to \$6 50 per quintal ; refined sugar \$20 to \$22 ; unrefined sugar \$18 to \$20 per quintal ; Valencia brown sugar \$10 50 to \$11 50 per 200 pounds or 64 loaves ; American tallow \$22 to \$24 per quintal ; native tallow \$16 to \$17 per quintal ; Virginia tobacco \$50 to \$52 per quintal ; Cumana tobacco \$10 to \$16 per quintal.

NOVEMBER 30, 1867.

Description of the staple articles of the United States and other countries, imported at the United States consular district of La Guayra during the year ending September 30, 1867.

UNITED STATES.

Refined petroleum, wheat, barley and rye flour, corn meal, maize, hams, biscuits, manila rope, oakum, varnish, paints, oil, tar, turpentine, rosin, pitch, ale, beer, cider, sperm candles, baskets, brooms, cotton-shirtings, madapollams, checks, butter, lard, soap, tallow, beans, potatoes, apples, onions, cheese, cod-fish, salmon, mackerel, oysters, cinnamon, cloves, nutmegs, black pepper, patent medicines, pickles, beaver and felt hats, shoes, bricks, furniture, hay, hops, seeds, figs, sarsaparilla, soda, magnolia and Florida water, hair oil, matting, lamps, gas-fixtures, chandeliers, preserved fruit, leeches, sieves, fishing tackle,

rigging, umbrellas, springs, scales, steam engines, coal, lumber, paper cigars, Virginia and chewing tobacco, carriages, carts, wheelbarrows, machinery, cotton gins, iron bars, crackers, drills, tapes, thread and braces, stockings, socks, coffee bagging, canvas, bunting, carpeting, iron ware, such as pots, hoes, nails; mill-work, sugar boilers, stills, sheet lead, copper sheeting, copper nails, tin sheets, tin ware, revolvers, anchors, sewing machines, twilled and plain unbleached domestics, which are in great demand, as the fabrics are of a stouter and more durable quality than British goods of the same description, and are preferred although a shade higher in price.

GREAT BRITAIN.

Printed calicoes, muslins and handkerchiefs, madapollams, shirtings, platillas, Britannias, long cloths, bed quilts, blankets, table cloths, damask, salampores, lace, parasols, linen, ladies' broadcloth and cassimers, baize, canvas, cutlasses, white handle long knives, scissors, crates, powder in kegs and tin pots, small and buck-shot, flints, fowling pieces, pistols, blunderbusses, spurs, fish hooks, porter and ale, beaver hats, silk parasols, ribbons, thread and braces, ship blocks, ironmongery and cutlery, ink powders, tin ware, venoms, soda water, coal.

HANSEATIC TOWNS.

Bricks, lime, cordage, tar, rosin, oakum, gin, beer, brandy, empty demijohns, butter, cheese, hams, potatoes, sausages, rice, glass, candles, drugs, hemp, grindstones, linen platillas, Britannias, creas, drills and checks, tow, cork, hats, earthenware, jewelry, stationery.

FRANCE.

Perfumery, trinkets, liquors, wines, &c.

The aspect of the country at the present moment is dull; the market very quiet, with little commercial animation, and no change in prices. Exchange on London, 662½; on Paris, 385; on Hamburg, 32, at 90 days.

DECEMBER 31, 1866.

Statement showing the description, quantity, and total value of exports from La Guayra to the United States during the several quarters of the year ended September 30, 1867.

Quantity and description.	Value.
4,190 hides.....	} * \$150,590 07
19,800 pounds cocoa.....	
137,721 pounds sugar.....	
3 wagons.....	
\$86,957 50, specie.....	
2,480 empty wheat bags returned.....	
19 barrels, 1 box, 77 pieces, and 1,645 pounds old types, iron, and copper.....	
12,821 deer-skins.....	
1 box hats.....	
1 box samples of chocolate.....	
439 pounds hide cuttings.....	
Hydraulic jack for repair.....	
Total for quarter ended December 31, 1866.....	150,590 07
Total for quarter ended March 31, 1867.....	21,505 59
Total for quarter ended June 30, 1867.....	9,593 79
Total for quarter ended September 30, 1867.....	115,631 35
Grand total.....	297,320 80

* Including specie and American gold to the amount of \$869,957 50.

PUERTO CABELLO—A. LACOMBE, Consul.

Statement showing the description, quantity, and value of imports and exports at Puerto Cabello during the quarter ended June 30, 1867; also, the nationality, number, and tonnage of vessels employed, together with the names of the countries from whence coming and where bound.

IMPORTS.

No. of vessels.	Nationality.	Venezuelan tonnage.	Where from.	Nature of the cargoes.	Value manifested.	Duties paid.
7	5 English, 1 Venezuelan, 1 American	1, 781	United States	Flour, Indian corn, provisions, kerosene, soap, candles, drugs, rope, lumber, &c.	\$63, 159 84	\$33, 254 71
7	3 English, 2 Prussian, 2 Dutch	4, 655	England	Dry goods, hardware, crockery, machinery, brandy, iron bars, &c.	313, 100 92	136, 588 05
6	4 Hamburg, 2 Russian.	1, 660	Hamburg	Dry goods, hardware, provisions, beer, candles, butter, cheese, drugs, &c.	107, 469 01	50, 767 64
3	All French	1, 361	France	Wine, flour, dry goods, fancy articles, pertumery, oil, alcohol, assorted provisions.	22, 937 88	10, 946 78
3	1 Spanish, 1 Danish, 1 Hamburg	493	Spain	Wine, spices, assorted provisions, oil, dried fruit, alcohol, and earthenware.	28, 415 50	16, 519 47
4	All English.	730	St. Thomas	Dry goods and gold coins	14, 696 80	2, 766 11
4	2 Dutch, 1 Venezuelan	92	Curaçoa	Provisions and common straw hats	2, 236 50	760 20
37	Total	11, 562			*552, 037 45	251, 602 96

EXPORTS.

No. of vessels.	Nationality.	Venezuelan tonnage.	Where bound.	Cotton.	Coffee.	Cocoa.	Hides.	Indigo.	Fustic.	Lignumvitæ.	Deer-skins.	Sticks.	Copper.	Rum.	Quina bark.	Horns.	Cocoa-nuts.	Brown sugar.	Lignumvitæ bark.	Gold coins.	Candles, re-turned goods.	Value, including duties and shipping charges.
6	4 English, 1 American, 1 Venezuelan.	1, 387	United States	Lbs. 1, 019, 950	Lbs. 1, 019, 950	Lbs. 7, 025	No. 7, 025	Lbs. 500	T'ns. 6, 689	No. 6, 689	Pkgs. 6, 689	Lbs. 7, 335	Bottles 40	No. 200	Lbs. 2, 100	No. 2, 100	No. 2, 100	Lbs. 45, 574	Lbs. 2, 100	Dolls. 200	Bzcs 200	*\$193, 109 46
3	2 English, 1 Danish	2, 838	England	206, 980	89, 280			200	224	14		7, 335	2, 328					7, 403				80, 785 90
3	All French	2, 685	France	267, 884	2, 195, 829	19, 052			224	14	464		40		881			43, 220	100			461, 256 73
10	2 Hamburg, 2 Danish, 2 Prussian, 1 English, 1 French, 1 Austrian, 1 Dutch.	3, 052	Hamburg	426, 601	2, 314, 720	1, 770			2	9	2, 217		3, 977		200	2, 203						530, 613 25
3	All Spanish.	483	Spain	176, 504	8, 800	31, 850																65, 647 92
1	Dutch.	194	Gibraltar	7, 025	199, 930				6													36, 095 60
2	1 Prussian, 1 English.	387	Bremen	41, 582	633, 468	284				534												121, 798 36
1	English	218	St. Thomas		440																	74 80
35	Total	11, 244		1, 126, 576	6, 492, 417	52, 672	7, 309	800	244	35	9, 440	464	7, 335	6, 345	881	200	2, 200	96, 197	100	2, 100	200	1, 489, 382 02

* Venezuelan dollar worth 74.42 cents United States currency gold.

Statement showing the exportation of produce from Puerto Cabello, Venezuela, during the last five years ended June 30, 1867.

	Coffee.	Cotton.	Cocoa.	Indigo.	Hides.	Vessels.
	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>	<i>Number.</i>	<i>Number.</i>
Shipped from July 1, 1862, to June 30, 1863.	10, 869, 653	345, 313	1, 132, 341	.....	58, 198	133
Shipped from July 1, 1863, to June 30, 1864.	22, 500, 582	1, 999, 992	475, 598	8, 136	45, 815	152
Shipped from July 1, 1864, to June 30, 1865.	15, 288, 520	3, 708, 587	927, 690	45, 456	47, 843	183
Shipped from July 1, 1865, to June 30, 1866.	15, 203, 453	5, 186, 211	611, 477	61, 157	34, 552	204
Shipped from July 1, 1866, to June 30, 1867.	16, 318, 797	4, 577, 274	426, 377	20, 345	35, 320	175
Total	80, 181, 005	15, 817, 377	3, 573, 483	135, 094	221, 728	847

Statement of vessels entered and cleared from and to the port of Puerto Cabello, Venezuela, from and for foreign ports during the year ended June 30, 1867.

Entered.	No. of vessels.	In port July 8, 1866.	No. of vessels.	Left.	No. of vessels.	Remaining in port July 1, 1867.	No. of vessels.
Under the British flag	59	English ...	1	For the West Indies	40	Hamburg	5
French flag	35	French ...	1	For Hamburg	34	Spanish	2
Spanish flag	17	Spanish ...	1	For New York	19	French	3
Danish flag	9	Danish ...	2	For Liverpool	15		
Hamburg flag	10			For Barcelona in Spain	13		
Prussian flag	9			For Philadelphia	12		
United States flag ..	8			For Bordeaux	11		
Holstein flag	7	Holstein ...	1	For Havre	10		
Dutch flag	6	Dutch ...	1	For Bremen	4		
Venezuelan flag ...	5	Venezuelan ..	2	For Trieste	2		
Hanoverian flag ...	4			For Gibraltar for orders	2		
Oldenburg flag	3			For Baltimore	1		
Austrian flag	2			For San Sebastian for orders ..	1		
Sweden flag	1	Sweden ...	1	For Honduras	1		
Total vessels in port, 41,501 tons	175	Were in port	10	Total vessels left, 41,055 tons	165	Total in port.	10

NOTE.—The 10 vessels in port on the 1st of July, 1866, are included in the 175, of which 64 were from the West Indies, 28 from Hamburg, 21 from New York, 19 from Liverpool, 14 from Bordeaux, 11 from Philadelphia, 8 from Malaga, 6 from Havre, 2 from Barcelona, 1 from Bilbao, 1 from Bremen. Total, 175 vessels.

SEPTEMBER 18, 1867.

I have the pleasure to enclose the laws regulating the importation and exportation, passed by the last congress of this country.

From the 1st of October the export duty of four per cent. ad valorem will be in force; for that reason all the vessels arrived lately return in ballast, as the export duties on produce will be less than they are actually. The duty per quintal of coffee will be 50 cents (United States coin, silver) less.

Statement showing the description, quantity, and value of imports and exports at Puerto Cabello during the quarter ended September 30, 1867; also, the nationality, number, and tonnage of vessels employed, together with the names of the countries from whence coming and where bound.

IMPORTS.

No. of vessels.	Nationality.	Measured tonnage.	Where from.	Nature of the cargoes.	Value manifested.	Duties paid.
5	4 English, 1 Venezuelan.	1, 295	United States	Flour, kerosene, soap, tobacco, candles, rope, Florida water, medicine, lumber, paint, &c.	\$36,676 42	\$14,067 28
7	All French.	2, 250	France	Flour, wine, oil, dry goods, hats, brandy, alimentary preserves, leather, &c.	27, 209 13	9, 985 44
6	3 English, 2 Prussian, 1 Dutch.	3, 921	England.	Dry goods, hardware, crockery, iron, machinery, ale, brandy, wine, biscuits.	167,019 99	78,840 67
4	1 Hamburg, 1 Prussian, 1 Danish, 1 Venezuelan.	948	Hamburg.	Dry goods, hardware, beer, composition candles, preserves, smoked beef, butter, &c.	66, 295 23	29, 448 54
1	Dutch.	145	Holland.	Gin, straw paper, composition candles, linen, butter, cheese, spices, &c.	6, 500 00	2, 942 40
6	5 Venezuelan, 1 Dutch.	330	Curacao.	American flour and provisions, butter, cheese, dry goods, straw hats, &c.	5, 415 75	2, 241 37
1	Spanish.	402	Spain.	Wine, oil, dried fruits, vermicelli, alcohol, spices, corks, cigars, &c.	12,054 50	6, 264 66
6	4 English, 1 French, 1 Dutch.	1, 075	St. Thomas.	Dry goods, American flour, provisions, gold coins, wine, paper, cigars, &c.	55,901 12	21,641 77
36		10, 356			*377,072 14	165,432 13

EXPORTS.

No. of vessels.	Nationality.	Measured tonnage.	Where bound.	Cotton.	Coffee.	Indigo.	Cocoa.	Fustic.	Lignumvitæ.	Hides.	Deer-skins.	Vine sticks.	Cocoa-nuts.	Building lumber.	Bitters.	Quina bark.	Horns.	Seeds.	Copper ore.	Sea shells.	Sarc.	Value.
4	3 English, 1 Venezuelan.	983	United States	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Tn.	No.	No.	Phg.	No.	Tn.	Box.	Lbs.	No.	Bbl.	Lbs.	Bbl.	Lbs.	\$91,919 08
7	All French.	2, 191	France	332, 634	365, 712	69	35, 851	15	364	7, 571	3, 549	3, 600	3, 600	16½	22	1, 750	200	459	459	6, 453	6, 453	173,328 82
4	Hamburg, 2 Danish, 1 Hol-stein.	1, 780	Hamburg.	275, 483	1, 374, 200		1, 420	264	19	226	5, 019	5	2, 200	16½		320	200	9		10		316,382 06
7	English.	1, 358	England.	72, 682			80, 470	25	6	935			2, 200						3, 830			21,957 40
6	All Spanish.	1, 254	Spain.	250, 025	119, 666											80						106,550 84
1	Dutch.	145	Holland.	36, 610																		31,326 22
27		7, 711		967, 434	2, 266, 398	754	117, 741	66½	61½	8, 732	8, 568	5	8, 000	16½	22	8, 150	200	9	4, 279	10	6, 453	*741,464 42

* Venezuelan currency, worth 74.42 cents United States to the dollar.

SEPTEMBER 30, 1867.

By my despatch No. 39, of the 18th of this month, I had the honor to forward to the department a printed pamphlet containing all the new laws passed by the late congress of this country respecting—

1. The designation of the ports opened for importation and exportation;
2. The designation of those opened for only the amount of their consumers;
3. Those for the coasting trade;
4. For the transit trade with New Granada;
5. Tariff of port charges on the arrival and departure of vessels;
6. Wharfage and carrier dues.

The referred pamphlet contains the laws on the organization of the customs, and formalities to fulfil respecting imports and exports; also, the indication of prohibited merchandise, and the proceedings in case of contraband. Thus the department will have at hand all the new laws of this country on commerce and navigation.

It remains to complete my task to send you the new decree on export, which will begin to be in force to-morrow, the 1st of October. Enclosed you will find the translation I have made of said decree, fixing an *ad valorem* duty of four per cent. on the value of produce or effects subject to be exported.

With my despatch No. 29, of the 27th of June last, I sent you a printed copy of the new tariff of importation, passed the Venezuelan congress this year.

EXPORTS AND DUTIES.

Grand citizen marshal Juan Crisostomo Falcon, President of the United States of Venezuela:

By virtue of the authorization conferred on me by article three of the law of the 25th of May of this year, on import and export duties, and in conformity with article two of the same law, the national executive regulates it as follows:

DECREE.

The tariff of prices of exportable articles on which value the four percentage is to be collected, which shall be in force in all the customs of the republic from the 1st of October of this year, is the following:

Description.	Tariff.	
	Value.	Duties.
Cotton quintal..	\$20 00	\$0 80
Starch do	4 00	16
Coffee do	12 50	50
Cebadilla do	4 00	16
Deer skins..... do	25 00	1 00
Other animals' skins..... do	25 00	1 00
Divi-divi do	75	3
Indian corn do	1 00	4
Quina bark do	25 00	1 00
Leaf tobacco do	10 00	40
Tacamahaca, curana, and other medicinal substances .. do	25 00	1 00
Sarsaparilla do	10 00	40
Indigo pound..	62½	2½
Balsam copaiba..... do	75	3
Sassafras oil..... do	75	3
Vanilla do	1 00	4
Zarapia do	1 00	4
Lignumvitæ ton..	13 50	50

Tariff of prices—Continued.

Description.	Tariff.	
	Value.	Duties.
Fustic pound..	\$10 00	\$0 40
Dyeing wood do	12 50	50
Ox horns hundred..	2 00	8
Cocoa-nuts do	2 00	8
Asses each	15 00	60
Horses and mares do	50 00	2 00
Ox hides do	2 50	10
Tiger skins do	5 00	20
Mules do	50 00	2 00
Bulls and oxen do	20 00	80
Sole leather per side..	2 50	10
Cocoa-nut oil the 80 bottles..	15 00	60
Cocoa the 110 pounds..	20 00	80
Straw hats dozen..	12 50	50
Building lumber ad valorem..		4 per cent.
Articles not specified do		4 per cent.

The value of the articles not specified in the present tariff, excepting the products of the sugar-cane declared free by the decree of the 9th of June, 1866, shall be fixed on agreement between the shipper and the collector of customs, for the collection of the duty of four per centum ad valorem on said value, and in case of divergence it shall be decided by a third person, who shall be an agricultor or a merchant, not shipper, named by the collector.

The executive will dictate opportunely, in virtue of the authorization given it by the mentioned article 3, the necessary resolutions for the execution of the final part of the article 1 of the law it regulates

Navigation and commerce of Puerto Cabello, Venezuela, during the year ended September 30, 1867.

The imports at this port during the year ended as indicated above were effected by 144 vessels of different nationalities, measuring 44,065 tons. The total value, computed in Venezuelan dollars, equal to 74,100 cents United States currency, is \$1,758,314 04, and the duties paid at \$857,315 39.

The referred imports proceed as follows :

From the United States the total amount of imports was \$212,518 28. The duties paid on that sum amounted to \$105,766 39.

The vessels employed were 30, measuring 9,592 tons, distributed as follows : 7 American, 3,519 tons ; 18 English, 5,042 tons ; 4 Venezuelan, 844 tons ; 1 Oldenburg, 187 tons.

The articles imported were as follows : 23,628 gallons kerosene, 416 600 pounds soap, 11,771 pounds tobacco, 35,860 pounds candles, 6,800 barrels wheat flour, 250 barrels rye flour, 36,043 pounds hemp and manila rope, 1,750 dozen Florida water, 3½ barrels paper cigars, 2¼ barrels paper cigars, 3,750 pounds codfish, 129 dozen hoop-skirts, 40 bales gunny cloth, 895 boxes fire crackers, 1,834 pounds cassia, 1,489 pounds paper, 7 bales cotton drilling, 63 boxes patent medicines, besides lumber, tar, rosin, biscuits, cheese, butter, corn-meal, brooms, machinery, nails, hardware, linseed oil, prepared paint, whiting, red and yellow ochre, paint-brushes, chrome, salt beef and pork, pickled fish, spirits of turpentine, tallow, alimentary preserves, drugs, sewing machines, hams, smoked and pickled tongues, corn starch, yellow and white wax, &c.

In consequence of the high prices of the above articles in the United States

much less in quantity is imported than formerly, and other markets have benefited from the effect. Flour, for instance, which was formerly imported only from the United States, has been largely imported from France. At this port alone 1,850 barrels were introduced. The French flour is generally of superior quality, and can keep fully fresh in this climate during 10 or 12 months, because the grain is exposed to a stove-dry heat before being ground. The bakers here do not like to manipulate French flour, because they cannot get the paste to rise, not knowing the right process, and they only purchase it when they cannot get fresh American flour. Our flour does not keep fresh beyond three months in this climate; if not sold during that period it is difficult to find purchasers, even at an immense loss for the importer.

From St. Thomas and Curaçoa 450 barrels of American flour were introduced, making a grand total of 9,100 barrels entered this port from foreign ports.

From La Guayra flour is also brought down, either from the mill of Messrs. Boulton & Co., or of the introductions made at that port from the United States or France. A much larger quantity of French flour has been introduced at that port direct from France, compared to the quantity received here from that country.

From England the amount of imports was \$780,419 52; the duties paid, \$378,854 88. The vessels employed were 23, measuring 1,594 tons. This high tonnage, compared to the number of vessels, is due to the large Liverpool steamers touching during their voyage at this port with goods and taking in freight when they find any at hand. Of the 23 vessels 12 were English steamers, measuring 12,480 tons; 4 Prussian-Hanoverian, or the Duchies, 767 tons; 4 Dutch, 740 tons; 1 Hanoverian before the change, 161 tons; 1 Hamburg, 280 tons; 1 Oldenburg, 306 tons. The articles imported were linen and cotton dry goods, hardware, machinery, iron, lead, copper, crockery, ale, porter, brandy, port and sherry wines, nails, shot, arms, coal, &c.

From France the amount of the imports was \$128,513 77; the duties paid, \$65,070 84. The vessels employed were 25, all French, measuring 7,559 tons. The goods imported were flour, wine, brandy, shoes, hats, oils, dried fruits, alimentary preserves, cotton, linen and silk goods, fancy and millinery articles, corks, composition candles, hosiery, pickles, butter, cheese, crockery, glassware, looking-glasses, furniture, jewelry, and other provisions and articles.

From Spain the amount of the imports was \$84,724 11; the duties paid, \$50,872 53. The vessels employed were 9, measuring 1,939 tons, of which 4 were Spanish, 925 tons; 4 Danish, 879 tons; 1 Hamburg, 135 tons. The merchandise imported consisted of wine, oil, dried and preserved fruits, spirits, spices, onions, garlic, and other provisions.

From Hamburg the amount of the imports was \$433,516 82; the duties paid, \$217,464 70. The vessels employed were 23, measuring 6,013 tons, of which 10 were Hamburg, 3,107 tons; 7 were Prussian and from Altona, 1,419 tons; 2 Danish, 436 tons; 1 Hanoverian, 147 tons; 1 Russian, 280 tons; 1 Venezuelan, 343 tons; 1 English, 281 tons. The effects imported were dry goods, hardware, provisions, beer, stearine candles, hosiery, wine, straw paper, castor oil, vinegar, ale, cordage, India rice, bricks, gin, butter, cheese, sausages, smoked beef, alimentary preserves, furniture, &c.

From St. Thomas the amount of imports was \$97,888 29; the duties paid, \$29,216 95; part of the imports being gold, the drafts of the merchants of this city, sold at St. Thomas.

The vessels employed were 15, measuring 4,695 tons, the packet Robert Todd, one of them, making two voyages each month. Of the 15 vessels 13 were English, measuring 2,340 tons; one French, 265 tons; one Dutch, 90 tons. The articles imported were dry goods, French and American provisions, brandy, and gold coins.

From Curaçoa the importation amounted to \$14,733 25; the duties paid,

\$7,126 70. The vessels employed were 18, measuring 677 tons, of which eight were Dutch, 488 tons; 10 Venezuelan, 189 tons. The articles imported were gin, American provisions, flour, corn meal, straw hats, and dry goods. The constant trade of the vessels is contraband; they land on the coast.

From Holland the amount of imports was \$6,500; the duties paid, \$2,942 40. Only one vessel under the Dutch flag employed, measuring 145 tons. The effects imported were cordage, gin, linen cloth, straw paper, stearine candles, cheese, butter, &c.

The exports at the port during the year ended September 30, 1867, to all countries, were effected by 132 vessels of different nationalities, measuring 41,248 tons. The total value amounted to \$4,876,897 92, Venezuelan currency, including export duties and shipping charges. The products exported were, 5,227,090 pounds cotton, 17,140,719 pounds coffee, 15,424 pounds indigo, 230,570 pounds cocoa, 37,224 ox hides, 29,632 deer skins, 287,767 pounds muscovado sugar, 7,640 ox horns, 25,050 cocoa-nuts, 354½ tons fustic, 187½ tons lignumvitæ, 1,759 packages of 50 vine sticks, 58 bags of mangrove bark, 13,962 pounds copper ore, 209 pounds tobacco, 9,631 pounds quina bark, 28 barrels sea shells, 1,377 gallons rum, 16½ tons hard lumber for building, 22 boxes bitters, 9 barrels seeds, 6,453 pounds starch.

The above were shipped for the United States, to the value of \$715,223 13, Venezuelan currency, in 27 vessels, measuring 8,540 tons, of which seven were American, 3,519 tons; 15 English, 3,966 tons; five Venezuelan, 1,055 tons.

The products taken by the above vessels were, 3,440,040 pounds coffee, 13,265 pounds indigo, 31,722 ox hides, 21,023 deer skins, 207,183 pounds muscovado sugar, 8,062 pounds quina or bitter bark, 11,000 cocoa-nuts, 124 tons fustic, 3½ tons lignumvitæ.

For France were shipped, to the value of \$1,197,694 73, on board of 32 vessels, all French, measuring 9,805 tons. The products embarked were, 1,381,900 pounds cotton, 4,170,451 pounds coffee, 101,892 pounds cocoa, 1,159 pounds indigo, 52,773 pounds muscovado sugar, 101½ tons fustic, 84¾ tons lignumvitæ, 13 gallons rum, 8,800 cocoa-nuts, 126 ox hides, 459 pounds copper ore, 6,453 pounds starch for Martinique.

To England were shipped, to the value of \$307,050 73, in 11 vessels, measuring 8,164 tons, of which eight were English, 7,647 tons; one French, 167 tons; one Prussian, 145 tons; one Danish, 205 tons. The large tonnage of the English ships is caused by that of the Liverpool steamers touching at this port. The products taken to England were, 1,268,651 pounds cotton, 199,280 pounds coffee, 500 pounds indigo, 13,503 pounds copper ore, 466 gallons rum, 10,403 pounds muscovado sugar.

The amount of exports to Hamburg was \$1,868,977 15. The vessels employed were 35, measuring 9,302 tons, of which 12 were Hamburg, 3,899 tons; nine Prussian, 1,831 tons; five Danish, 1,340 tons; three English, 976 tons; two Dutch, 367 tons; one Austrian, 209 tons; one French, 206 tons; one Russian, 207 tons; one Oldenburg, 267 tons. The increase of Prussian tonnage is caused by the addition of the vessels from Hanover and the Duchies. The products shipped from Hamburg consisted of, 1,383,370 pounds cotton, 7,705,432 pounds coffee, 4,182 pounds cocoa, 28½ tons fustic, 44½ tons lignumvitæ, 8,075 deer skins, 1,759 packages of 50 vine sticks, 900 gallons rum, 7,640 ox horns, 270 ox hides, 668 pounds quina bark, 14,010 pounds muscovado sugar, 2,900 cocoa-nuts, 16½ tons hard lumber, nine barrels seed, 28 barrels sea shells, 58 bags mangrove bark, 209 pounds tobacco.

The exports to Spain amounted to \$364,994 79; 18 vessels were employed, all Spanish, measuring 3,585 tons. The products exported were, 959,596 pounds cotton, 87,040 pounds coffee, 124,496 pounds cocoa, 39 tons lignumvitæ, 100 tons fustic, 4,822 ox hides, 2,350 cocoa-nuts, 80 pounds quina bark.

The exports to Gibraltar, under orders, amounted to \$106,238 81. The v es

sels employed were three, measuring 711 tons, of which one was Dutch, 194 tons; one Prussian, 211 tons; one Danish, 306 tons. The products shipped were 18,997 pounds cotton, 525,740 pounds coffee.

To Bremen was exported for the value of \$185,113 68. Three vessels were employed, measuring 598 tons, of which 1 was Prussian, 147 tons; 1 English, 240 tons; 1 Danish, 211 tons.

The products shipped were, 77,966 pounds cotton, 892,628 pounds coffee, 284 ox hides, 534 deer skins, and 6 tons lignumvitæ.

For Holland, the amount exported was \$31,326 22. Only one Dutch vessel employed, measuring 145 tons.

The products shipped were, 36,610 pounds cotton, and 119,666 pounds coffee.

To St. Thomas the export amounted to \$278 68.

The product shipped was 3,838 pounds coffee.

The coast trade is performed by schooners, sloops, and small crafts. They bring the products of the different localities either for exportation or consumption. For exportation, their cargoes are generally coffee, cocoa, hides, deer skins, fustic, and lignumvitæ. Those products enter into the mass of articles exported to foreign countries. Therefore, the details of the cargoes brought by these coast crafts would be of no statistical service to the present returns.

They bring for consumption, fire wood, Indian corn, plantains, yams, casava, salt fish, salt poultry, eggs, &c., and take in return foreign provisions, oil, wine, spirits, dry goods, drugs, &c., for the consumption of the place they belong to. They also bring constantly lumber of all sizes, for the building of houses and of small crafts, as also logs of precious hard lumber for exportation.

The schooners sail to La Guayra, Maracaibo, Coro Margarita, Barcelona, &c., and keep a lively exchange of the products, both rural and manufactured, of the respective localities. They carry, also, such foreign goods or provisions already introduced that may be in demand at the time at any of the ports of the republic.

Those remembering the large quantity of cocoa formerly shipped here for foreign ports, are asking why that quantity is so much reduced now? The reason arises from speculators at La Guayra giving orders to purchase all the quantities produced in this department, which are sent to them at La Guayra, where the article is sold, or shipped for Europe, especially to France or Spain. For several years, from 4,000 to 5,000 quintals are sent yearly to La Guayra by the coasting schooners from this port, cocoa obtaining there better prices, from the effect of organized competition and speculation.

The following are the average prices obtained in this market for our staples during the year. The prices are in the Venezuelan dollar currency, computed at 74 $\frac{1}{2}$ $\frac{1}{10}$ cents United States gold or silver currency.

Kerosene, 81 to 87 $\frac{1}{2}$ cents per gallon.
 Soap, \$3 25 to \$3 50 per box.
 Chewing tobacco, 50 to 54 cents per pound.
 Leaf tobacco, 52 to 54 cents per pound.
 Tallow candles, \$6 to \$6 25 per box.
 Stearine candles, \$30 per quintal.
 Wheat flour, \$20 to \$21 per barrel.
 Rye flour, \$10 to \$12 per barrel.
 Corn meal, \$10 to \$12 per barrel.
 Hemp rope, \$26 to \$30 per quintal.
 Manila rope, \$28 to \$30 per quintal.
 Florida water, \$6 75 to \$7 per dozen.
 Cod-fish, \$13 to \$14 per quintal.
 Fire crackers, \$3 to \$3 12 $\frac{1}{2}$ per quintal.
 Cassia, 58 to 60 cents per pound.
 Pepper, 22 to 24 cents per pound.
 Corn starch, 25 cents per pound.

Lumber, 6 $\frac{1}{2}$ to 8 cents per foot, according to quality.
 Tar, \$10 per barrel.
 Rosin, \$20 per barrel of 300 pounds, more or less.
 Biscuits, 10-pound boxes, \$3.
 Cheese, 25 to 28 cents per pound.
 Butter, 32 to 34 cents per pound.
 Brooms, \$5 to \$5 50 per dozen.
 Nails, \$17 to \$18 per quintal.
 Salt beef, \$18 per half barrel.
 Salt pork, \$20 per half barrel.
 Pickled fish, \$20 per barrel of 180 pounds.
 Tallow, \$18 to \$20 per quintal, according to quality.
 Hams, 32 to 34 cents per pound.

Rates of freight for the United States: Coffee, 35 to 50 cents per bag of 110 pounds, United States gold; hides, 15 to 20 cents each, United States gold;

cocoa, 50 to 62½ cents per bag of 110 pounds, United States gold; indigo, \$1 per ceroon of 100 pounds, United States gold; fustic or lignumvitæ, \$12 per ton of 2,000 pounds, United States gold.

NOVEMBER 12, 1867.

* * * * *

Enclosed you will find a detailed list of those duties, which will be exacted from all shippers, and against their will and protest, for two years from the 1st of October. Also the extra port charges added by the local authorities of this State to those voted this year by congress.

* * * * *

Cotton, 25 cents per quintal; indigo, 25 cents per quintal; cocoa, 12½ cents per quintal; coffee, 12½ cents per quintal; cebadilla, 25 cents per quintal; hides, 1½ cent each; deer skins, 1 cent each; tiger skins, 1 cent each; skins of other animals, 1 cent each; dividivi, 12½ per quintal; building lumber, \$2 per 1,000 feet; lignumvitæ, 25 cents per ton; fustic, 25 cents per ton; dyeing wood, 25 cents per ton; leaf tobacco, 12½ cents per quintal; sarsaparilla, 25 cents per quintal.

The above export duties are besides the legal ones of four per cent. ad valorem voted by congress this year.

* * * * *

Extra port charges at Puerto Cabello, Venezuela, to be paid by vessels, besides those decreed by the congress of 1867. * * * *

LIGHT-HOUSE DUES.

Six cents per ton for all vessels coming from a foreign port; three cents per ton on the excess of 25 tons on vessels coming from one of the ports of Venezuela.

WHARFAGE DUES.

Two cents per ton daily during the time the vessel uses the wharf.

NOVEMBER 14, 1867.

This government, by a decree of the 9th instant, has added 20 per cent. more on the import duties voted by the congress of this year, in contradiction to the express statement of the law, that the import duties should not be increased at any time by the executive.

On cargoes proceeding from the United States and the West Indies the additional duties of 20 per cent. shall begin to be collected at La Guayra and Puerto Cabello on the 15th December of this year, and on the 15th of January, 1868, from vessels coming from European ports.

In all the other ports of this republic, from the 31st December of this year, from the former places, and on the 31st January, 1868, from the latter.

* * * * *

DECEMBER 31, 1866.

Statement showing the description, quantity and value of exports from the port of Puerto Cabello to the United States for the quarter ended this day, (compiled from consular returns.)

Quantity and description.	Value.
641,845 pounds cotton	\$446,336 91
1,090,685 pounds coffee	
23,796 pounds cocoa	
10,306 hides	
8,000 pounds indigo	
7,850 cocoa-nuts	
198½ tons fustic	
108,669 pounds sugar	
643 packages sticks	
4,600 horns	
67½ tons lignumvitæ	
209 pounds tobacco	
4,320 deer skins	
50 bags mangrove bark	
Sundries	
Total for quarter ended December 31, 1866	446,336 91
Total for quarter ended March 31, 1867	300,067 25
Total for quarter ended June 30, 1867	190,105 46
Total for quarter ended September 30, 1867	91,919 08
Grand total	1,028,432 70

ECUADOR.

GUAYAQUIL—E. LEE, *Consul*.

SEPTEMBER 12, 1867.

I have the honor to report that the following are the rates of exchange as now quoted in this city, viz: New York, gold, 50 per cent.; London, sterling, 47 per cent.

Enclosed I forward to you duplicate copies of the statements of the imports and exports at this port for 1866, and to June 1867. These are the first documents of their kind that have ever been published here, and of course they are very imperfect. It would be exceedingly difficult to ascertain the origin of the different importations. Portions of those accredited to Chili and Peru are, in reality, indirect importations from Europe, while all that pass over the Panama railroad are indiscriminately ranged under one heading, whether their real origin be Europe or America.

SEPTEMBER 30, 1867.

I have the honor to present herewith the annual report which the regulations require from consular officers.

EXPORTS.

In my despatch No. 9 I remitted to the department statements by the custom-house authorities at this port of the exports, and the amount of duties collected on imports, during the year 1866, and the first half year of 1867. By that return it will be noticed that the value of the articles exported during 1866 amounts to \$4,719,413 68, a much greater sum than has ever been realized

heretofore. This was caused principally by the large crops and high prices of cocoa, the principal product of the country, assisted by the increase in value of all other articles of export. Doubtless, the state of tranquility which has been preserved during the last 18 months, notwithstanding the short period of alarm caused by the threatening attitude of the Spanish fleet, has conducted materially to increase the productions of this country. I have not been able to procure a comparative statement of the value of exports during the last few years. I can only find the gross sum of the articles exported. The following is a list for the years 1864-'65-'66:

Articles.	1864.	1865.	1866.	Destination.
Cacao..... quintals..	114, 506	142, 671	225, 077	Spain, France, England, and United States.
Hats..... dozen..	13, 512	25, 539	15, 950	Antilles and Brazil.
Leather..... sides..	17, 387	10, 755	16, 760	Peru.
Tobacco..... quintals..	2, 223	1, 773	2, 060	England and Germany.
Peruvian bark..... do..	4, 375	2, 934	4, 814	United States and England.
Coffee..... do..	2, 463	1, 810	3, 114	Peru.
Sarsaparilla..... do..	210	202	370	United States and England.
Orchilla..... do..	7, 150	5, 955	6, 611	England and France.
Rubber..... do..	1, 889	3, 788	5, 798	United States and England.
Rice..... do..	38	1, 555	684	Peru.
Cotton..... do..	2, 784	11, 117	6, 631	England.

IMPORTS.

It is impossible to give a satisfactory return either of the amount of imports or the place of their production. There are no better data from which to form a calculation than the documents to which I have already referred. By the report of the custom-house for 1866, it will be seen that the amount of duties collected for that year was \$701,146 48, a larger amount than received during the four previous years by \$179,025 01. This difference, so favorable to this government, has been principally caused by the rigid measures taken by the present collector to prevent frauds on the revenue. As 20 per cent. is a fair average of the duties collected on all imports, it would show their value to be \$3,508,732 40, approximately. As there is always an allowance to be made for illegal importations, notwithstanding all precautions, \$4,000,000 may be taken as a fair estimate of the value of articles imported.

This would leave a surplus of exports in favor of the country of about \$700,000, but from which it will receive no benefit, since some of the larger capitalists are making strenuous efforts to place their funds which have been employed in Ecuador in some other country.

Although it is impossible to give a correct report of the sources of supply for this market, still it may be stated that the majority of goods consumed here are supplied by England and France. The articles introduced from the United States are only those of which they have a monopoly, such as kerosene, wooden ware, lard, and a few other groceries, and these are on the decrease. The same causes which have caused a decline of the trade of the United States with other countries have had the same effect here, high prices, high tariffs, and an unfavorable balance of exchange. It may be confidently stated that there has been decline of 75 per cent. in the last four years in the imports from the United States. Merchants that formerly made purchases there of good articles at favorable prices are now compelled to go to other markets to procure an inferior article but at prices which meet the views of their customers.

AVERAGE MARKET PRICES.

During the years 1866 and 1867, the prices of the staple articles of export have been the following:

Cacao, per quintal	\$14
Hats, per dozen.....	8
Coffee, per quintal	18
Rubber, per quintal.....	23
Orchilla, per quintal.....	8
Sarsaparilla, per quintal.....	18
Peruvian bark, per quintal, red.....	65
Peruvian bark, per quintal, yellow.....	30

There have been no vessels freighted to the United States during the last year, and of course no rates to quote. Almost all transactions with the United States are carried on by the way of the Isthmus of Panama, and of course the freights paid are those exacted by the lines of steamers plying between New York and Aspinwall, and between Panama and the southwest coast of South America. They vary, according to class of merchandise, from \$30 to \$45 per ton.

PROHIBITED ARTICLES.

The importation of powder and salt is contraband, the sale of those articles being monopolized by the Ecuadorian government. There have been no changes in the tariff of duties during the last year.

PORT CHARGES.

Pilotage ; entrance, per foot.....	\$2 00
departure, per foot.....	2 50
Fee to captain of port.....	4 00
Tonnage dues, per ton.....	0 25
Light-house dues, per ton.....	0 06 $\frac{1}{4}$
Anchorage tax.....	10 00
River police.....	4 00
Bill of health.....	9 50
Permit for sailing.....	6 25
Customs despatch.....	3 00 @ 5 00
Stamped paper.....	1 50 @ 2 00
Pilotage to and from wharf.....	9 00

Also wharf dues may be considered as port charges, as their payment is made obligatory on all vessels arriving at the port with cargo, whether they use the wharf or not. The following are the charges per day during the time of their discharge, and they are not permitted to work but six hours each day :

Vessels of 100 to 150 tons	\$10 00
Vessels of 150 to 200 tons.....	12 00
Vessels of 200 to 300 tons	16 00
Vessels of 300 to 400 tons	18 00
Beyond 400 tons, \$6 for each additional hundred.	

WAREHOUSE REGULATIONS.

All goods imported, unless immediately despatched by the owners, are deposited in the government warehouses, and pay monthly an average of 12 $\frac{1}{2}$ cents for each package. The duties for one month are always collected whether they enter the warehouse or not.

SANITARY REGULATIONS.

While yellow fever was prevalent in Panama, during the last few months, there was a strict examination of all vessels arriving from that port, but none were prevented from entering. At present we are suffering from an epidemic of the same disease, making it dangerous to all new arrivals. On account of this we are isolated from the ports of Peru, and have no certainty of the arrival of our mails from Panama, as the steamers fear the quarantine at the ports south of here. The sanitary regulations and requirements are the same as have heretofore existed.

INVESTMENT OF AMERICAN CAPITAL.

The American capital employed in the country is principally dedicated to commerce or those pursuits which require mercantile knowledge. Those enterprises of most importance are, first, a line of steamboats owned exclusively by Americans, and which are dedicated to the development of the interior trade of the country by means of the numerous rivers, bayous, and channels which concentrate at Guayaquil. These have now been in operation for a term of nine years, and although they have suffered equally with others from the instability of governments, and the continual state of alarm and turmoil which is the normal condition of most South American republics, still they have been able to sustain themselves and to assist to facilitate and gradually increase the commerce of the country.

The Baltimore and Guayaquil Gas Company have invested here a considerable capital, for which they have not as yet received satisfactory returns, but which may eventually, with care and constancy, become a successful enterprise. There is here a foundry and machine establishment, owned principally by Americans. There are also several Americans who have capital invested in and are conducting commercial houses at this place, and who naturally compete advantageously with the native merchants. To my knowledge there are no Americans within this consular district employed in scientific or agricultural pursuits of any importance.

GENERAL INFORMATION.

There has been, within the last two years, a considerable enthusiasm excited in the interior of the country over the cultivation of silk. It would seem that both the climate and soil are especially adapted to its growth. If this enterprise should result successfully, it will be of immense advantage to the inhabitants of the valleys of the Andes. Heretofore, they have not been able to produce any article of profitable export on account of cost of transportation over these difficult and dangerous roads. With the small bulk and great value of this article, these obstacles will not have so serious an effect on the price.

I am also assured that grape culture is rapidly extending in those districts—so much so, that it is confidently expected that within a few years there will be no consumption of foreign wines in the interior.

The account of cotton transactions, at the close of the year, will show a notable decrease in the production of that article, caused by the recent rapid decline in the price. Unless it should be again in demand, at something like former quotations, the cultivation will be eventually abandoned by those who produce for export.

Statement showing the description and value of exports from Guayaquil to the United States for the year ended September 30, 1867.

Description.	For the quarter ended December 31, 1866.		For the quarter ended March 31, 1867.		For the quarter ended June 30, 1867.		For the quarter ended September 30, 1867.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cocoa	329 155	\$48,287 81	234,584	\$36,184 35	511,680	\$71,179 14	95,643	\$12,162 21	1,171,062	\$167,813 51
India-rubber	144,805	36,818 66	25,601	6,319 25	42,120	10,466 49	64,168	14,384 60	276,694	67,991 00
Bark	41,400	4,739 60	12,800	1,433 66	62½	40 38	32,300	6,591 57	106,500	12,764 83
Hat straw	219	3,661 84	34	82 28	81-6	1,234 40	448½	5,934 40	678 11-12	40 38
Hats	500	893 75							500	10,912 52
Turtle oil										893 75
Total values		94,401 66		44,019 54		82,922 01		39,072 78		260,415 99

REPUBLIC OF ECUADOR.

GUAYAS CUSTOM-HOUSE.

Table of exports of produce and manufactures of the country for 1866.

Description and quantity.	Value.
Cocoa, 244,161.38 quintals, at \$15 per quintal	\$3,662,420 70
Coffee, 2,752.17 quintals, at \$22 per quintal	60,547 74
Cascarilla, 4,679.8 quintals, at \$15 per quintal	70,186 20
Gum elastic, 4,365.75 quintals, at \$24 per quintal	104,778 00
Sarsaparilla, 335.33 quintals, at \$20 per quintal	6,706 60
Orchilla, 4,527.16 quintals, at \$8 per quintal	36,217 28
Cotton, 5,181.46 quintals, at \$44 per quintal	227,984 24
Straw, 166.15 quintals, at \$30 per quintal	4,984 50
Tobacco, 664.13 quintals, at \$40 per quintal	26,565 20
Wood ivory, 13,500.42 quintals, at \$2 50 per quintal	33,751 05
Sisal hemp, 118.55 quintals, at \$62 per quintal	7,350 10
Tamarinds, 500.8 quintals, at \$18 per quintal	9,001 44
Pitch, 209 quintals, at \$3 per quintal	627 00
Lard, 84 quintals, at \$28 per quintal	2,352 00
Cheese, 15.50 quintals, at \$14 per quintal	217 00
Garlic, 147 quintals, at \$7 per quintal	1,029 00
Beans, 20 quintals, at \$10 per quintal	200 00
Sugar, 24 quintals, at \$11 per quintal	264 00
Cocoa butter, 6 quintals, at \$150 per quintal	900 00
Wool, 74.77 quintals, at \$15 per quintal	1,121 55
Leaves of peruvian plant, 6 quintals, at \$150 per quintal	900 00
Chocolate, 22.95 quintals, at \$24 per quintal	550 80
Rice, 190 quintals, at \$8 per quintal	1,520 00
Arnotto, 28 quintals, at \$32 per quintal	896 00
Lentils, 75 quintals, at \$11 per quintal	825 00
Potatoes, 25 quintals, at \$6 per quintal	150 00
Corn, 15 quintals, at \$8 per quintal	120 00
Preserves, 9 quintals, at \$12 per quintal	108 00
Hats, 13,713 dozens, at \$25 per dozen	342,825 00
Garcela, 125 dozens, at \$2 per dozen	250 00
Wood spoons, 700 gross, at \$16 per gross	11,200 00
Planks, 300, at \$1 50	450 00
Sole leather, 19,598, at \$3	58,794 00
Scantling, 1,578, at \$6	9,468 00
Mangles, 4,226, at 50 cents	2,113 00
Hammocks, 237, at \$10	2,370 00
Hides, 90, at \$2	180 00
Furs, 250, at \$3	750 00
Blankets, 450, at \$2	900 00
Baize, 5,000 yards, at 25 cents per yard	1,250 00
Quinine, 495 ounces, at \$5 per ounce	2,475 00
Turtle oil, 1,760 gallons, at \$1 75 per gallon	3,080 00
Paper cigars, 40 M, at \$10 per M	400 00
Shoes, 13 boxes, at \$30 per box	1,040 00
Oil paintings, 20 boxes, at \$100 per box	2,000 00
Assorted fruits, 550 boxes, at \$6 per box	3,300 00
Reeds, 30,340, at 25 cents	7,585 00
Cocoa beans, 1,069, at \$7	74 83
Pine apples, 17,351, at \$20	3,470 20
Oranges, 169,000, at 62 cents	1,056 25
Bananas, 5,236 bunches, at 25 cents per bunch	1,309 00
Eggs, 80 boxes, at \$10 per box	800 00
Total	4,719,413 68

Comparative table of receipts at this custom-house, for the years 1862, 1863, 1864, 1865, and 1866.

	1862.	1863.	1864.	1865.	1866.
Imports	\$428,977 48	\$438,399 27	\$433,177 19	\$466,162 64	\$617,968 59
Storage	27,092 66	18,381 40	18,109 53	9,106 38	12,501 53
Cartage on imports	} 31,608 98	29,503 18	26,810 67	29,515 27	46,960 46
Cartage on exports					
St. Vincent's college	9,657 41	7,564 37	5,791 48	6,401 72	12,636 04
Academy for girls			935 49	2,446 85	2,169 98
Tonnage	3,266 00	2,284 45	2,898 74	3,288 00	3,632 00
Anchorage	660 00	370 00	460 00	600 00	560 00
Dredging	264 00	148 00	184 00	240 00	224 00
Light-house fees	946 83	603 67	759 86	888 22	982 17
Export of straw	2,233 50	1,578 00	586 48	1,940 26	314 52
Export of cascarilla				182 44	168 66
Auction goods	44 36		3,697 30	1,329 79	
National patents	35 00	5 00		20 00	7 50
Twenty-five per cent. on storage					3,121 13
	504,786 22	498,837 34	493,380 74	522,121 57	701,146 58
Difference in the years of 1862, 1863, 1864, and 1865	196,360 36	202,309 24	207,765 84	179,025 01	-----
	701,146 58	701,146 58	701,146 58	701,146 58	701,146 58

NOTE.—The import duties are on goods from the following places: Panama; Europe, by sail vessels; Peru and Chili, foreign; Chili, domestic; Peru, domestic. 20 per cent. on goods from Panama; 5 per cent. on goods from the Cape. Total receipts, \$617,968 59.

GUAYAQUIL, December 31, 1866.

CUSTOM-HOUSE AT GUAYAQUIL, June 30, 1866.

Comparative table of receipts at this custom-house for the half year of 1866—'67.

Description.	1866.	1867.
Imports	\$223,110 35	\$283,275 32
Storage	5,112 64	5,631 61
20 per cent. on storage	1,272 72	1,410 62
Cartage on imports	4,172 90	5,289 30
Cartage on exports	12,885 30	13,397 44
St. Vincent's college	4,522 17	4,529 27
Academy for girls	744 26	1,316 68
Tonnage	1,490 75	1,014 00
Light-house fees	407 49	281 72
Anchorage	240 00	150 00
Dredging	96 00	60 00
Export of straw	129 42	481 76
Export of cascarilla	152 70	-----
National patents	2 50	-----
Auction goods	-----	4,490 24
	254,339 20	321,327 96
Difference of the half year of 1866	66,988, 76	-----
	321,327 96	321,327 96

Table of exports from January to June, 1867.

9,904,425 pounds cocoa, at \$13 50	\$1,337,097 37
534,934 pounds orchilla, at \$8 50	45,469 39
112 092 pounds of c. fee, at 20 cents	22,418 40
394,542 pounds gum elastic, at 26 cents	102,580 92
87,096 pounds cascarilla, at 25 cents	21,774 00
426,761 pounds cotton, at 30 cents	128,028 30
35,018 pounds rice, at 6 cents	2,101 08
10,508 pounds mocora straw, at 30 cents	3,152 50
11,555 pounds toquilla, at 30 cents	3,466 40
1,249 pounds Sisal hemp, at 62 cents	774 38
6,608 pounds sarsaparilla, at 14 cents	925 12

Table of exports from January to June, 1867—Continued.

940 pounds of chocolate, at 24 cents.....	\$225 60
5,800 pounds tamarinds, at 18 cents.....	1,044 00
900 pounds garlic, at 7 cents.....	63 00
42,252 pounds wood ivory, at 2 cents.....	845 04
5,500 pounds candle wicks, at 40 cents.....	2,200 00
400 pounds sugar, at 12 cents.....	48 00
6,275 pounds tobacco, at 35 cents.....	2,196 00
300 pounds cheese, at 14 cents.....	42 00
2,750 pounds lentils, at 10 cents.....	275 60
300 pounds cocoa butter, at \$1 50.....	450 00
5,000 pounds beans, at 6 cents.....	300 00
30,000 pounds pitch, at 3 cents.....	900 00
18,625 pounds lead pipe, at 25 cents.....	4,656 25
4,137 pine apples, at 20 cents.....	827 40
95 hammocks, at \$10.....	950 00
7,960 pounds sole leather, at 3 cents.....	23,880 00
3,161 pounds mangroves, at 50 cents.....	1,580 50
101 feet choice lumber, at 8 cents.....	808 00
219 feet damaged lumber, at 2 cents.....	438 00
200 grain sacks, at 25 cents.....	50 00
5,700 paper cigars, at 10 cents.....	570 00
500 pounds grass fibre, at \$2 50.....	12 50
9 stoves, at \$5.....	45 00
3,749 dozen hats, at \$35.....	131,215 00
109 barrels fruit, at \$6.....	654 00
1,074 bunches bananas, at 25 cents.....	268 50
1 oil painting.....	100 00
1,000 yards baize, at 50 cents.....	500 00
760 gallons turtle oil, at \$1 75.....	1,330 00
72 gross wooden spoons, at \$1 25.....	90 00
100 ounces quinine, at \$5.....	500 00
\$62,548 specie.....	
\$25,039 20 exchange, at 4 per cent.....	87,637 20
Total.....	1,932,488 85

BRAZIL.

RIO DE JANEIRO—J. MONROE, *Consul.*

NOVEMBER 14, 1867.

I have the honor to forward enclosed five statistical tables of imports and exports of this city and empire. The first exhibits the quantity and value of cotton exported from the provinces of Brazil from the year 1860-'61 to the first half year 1866-'67, inclusive; the second gives the importation of flour into Rio de Janeiro from July 1 to December 31, 1866; the third shows the exportation of coffee for the same period; and the fourth and fifth exhibit, respectively, the importation of flour and exportation of coffee from January 1 to October 31, 1867.

Importation of flour at Rio de Janeiro, Brazil, from July 1, 1866, to December 31, 1866.

Where from.	July.	August.	September.	October.	November.	December.	Total.
River Plate. barrels (196 lbs.)	2,359	1,529	7,969	6,919	5,017		23,793
New York.....do.....	1,497	100	2,050	100	5,711	432	9,890
Trieste.....do.....	7,019	11,715	7,871	10,148	4,134	2,471	43,358
Spain.....do.....	4,416			4,060	3,000		11,476
Baltimore.....do.....	9,780	7,687	9,296	9,431	4,050	17,316	57,560
France.....do.....	1,100	1,529	1,275	2,700	1,700	200	8,504
Philadelphia.....do.....	1,500			2,800			4,300
Italy.....do.....		2,200	600	940		400	4,140
Chili.....do.....		2,000	3,500	15,610	3,451	12,780	37,341
Denmark.....do.....				1,200			1,200
Mauritius.....do.....						4,627	4,627
Richmond, Va.....do.....					2,316		2,316

RECAPITULATION.

United States	74,066
Europe	68,678
Elsewhere	65,761
Total barrels	208,505

Exportation of coffee from Rio de Janeiro, Brazil, from July 1, 1866, to December 31, 1866.

Destination.	July.	August.	September.	October.	November.	December.	Total.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
United States	66,990	77,913	55,135	98,413	124,963	68,800	492,214
Channel	16,893	33,528	41,882	33,827	28,280	55,937	207,347
Hamburg and Altona	2,537		2,425	6,809		6,250	18,021
Trieste							
Mediterranean	16,494	21,621	28,354	23,783	18,511	26,344	135,107
Antwerp						5,181	5,181
Bremen					3,600		3,600
Havre and Bordeaux	10,414	29,648	21,366	32,978	29,915	25,078	149,399
England	4,854	2,531	3,894	5,072	5,199	5,811	27,361
Portugal	5,260	4,208	2,012	1,105	576	4,736	17,897
Holland							
Sweden and Norway		1,750	6,175	3,215	2,600		13,740
Copenhagen	2,541		2,600	3,400	9,970	4,713	23,224
Baltic							
Cape of Good Hope	2,600	2,200	1,230	4,876	1,000		12,506
Other ports	3,699	2,472	4,400	1,696	3,650	1,673	17,590
Total	132,282	176,471	169,473	212,174	228,264	204,523	1,123,187

RECAPITULATION.

United States	492,214
Europe and elsewhere	630,973
Total barrels	1,123,187

Importation of flour at Rio de Janeiro, Brazil, from January 1, 1867, to October 31, 1867.

Where from.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	Total.
	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>	<i>Bbls.</i>
River Plate			55	609						500	1,155
New York	500		100	518				1,200	2,005		4,323
Trieste		3,110	6,356	9,134	4,422		3,108	12,295	4,048	8,436	53,909
Spain											
Baltimore		1,785	3,000	10,870		3,300		2,504	3,800	19,333	44,592
France				66		100		500	300	625	1,591
Philadelphia											
Italy	500	150		450			450	430		380	2,360
Chili	5,875	2,965	12,547	7,944	2,550			282	13,950	15,100	61,213
Denmark		1,000									1,000
Richmond, Va						3,000				6,160	9,160
Mauritius											
California			3,440	1,766		3,000	10,968				19,174
Hamburg					20						20
Australia									4,365		4,365

Summary from January 1, 1867, to June 30, 1867.

From United States	31,279
From Europe	25,308
From elsewhere	32,036
Total, barrels	88,623

RECAPITULATION.

United States	77, 249
Europe	55, 880
Elsewhere	66, 733
Total from January 31, 1867, to October 1, 1867, barrels	199, 862

Exportation of coffee from Rio de Janeiro, Brazil, from January 1, 1867, to October 31, 1867.

Destination.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.
	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>	<i>Bags.</i>
United States	43, 004	83, 658	97, 193	111, 238	71, 755	105, 877	93, 783	155, 263	118, 400	124, 046
Channel	32, 677	9, 970	13, 106	29, 952	32, 819	39, 081	19, 683	31, 060	71, 661	21, 373
Hamburg and Altona	7, 922	8, 205	2, 724	3, 302	2, 445	3, 106	7, 221	10, 255	3, 562	7, 572
Trieste						3, 700				
Mediterranean	14, 564	22, 052	31, 276	21, 303	18, 251	38, 735	19, 624	34, 333	41, 531	36, 442
Antwerp				265	5, 126	2, 854		4, 140	2, 450	6, 852
Bremen					5, 606					
Havre and Bordeaux	30, 100	21, 849	20, 747	14, 641	27, 683	21, 195	12, 202	16, 852	27, 205	21, 201
England	2, 897	1, 730	2, 883	8, 606	4, 525	12, 565	9, 521	9, 935	6, 292	8, 560
Portugal	2, 780		595	906	1, 240	3, 156	1, 558	1, 447	4, 086	
Holland										
Sweden and Norway	4, 482	3, 948	10, 011		9, 350	3, 780			3, 750	7, 075
Copenhagen		3, 900				2, 970	4, 400	2, 455	2, 600	2, 542
Baltic		4, 000	7, 527	2, 228	3, 320					
Cape of Good Hope	7, 046	1, 820	2, 800	2, 450			1, 650	6, 145		5, 056
Other ports	3, 502	1, 112	478	1, 782	4, 509	3, 556	3, 788	1, 924	2, 153	747
Total	148, 944	162, 244	189, 340	196, 673	186, 629	240, 575	173, 430	273, 809	283, 690	241, 466

Summary from January 1, 1867, to June 30, 1867.

To United States	512, 725
To Europe and elsewhere	611, 680
Total bags	1, 124, 405

RECAPITULATION.

To United States	1, 004, 217
To Europe and elsewhere	1, 092, 583
Total from January 1, 1867, to October 31, 1867, bags	2, 096, 800

Statement showing the arrivals and departures of American vessels at Rio Janeiro during the year 1867.

Arrivals.		Departures.		Arrivals in previous years.
Where from.	No. of vessels.	Where bound.	No. of vessels.	
New York	21	New York	22	In 1853, 267 vessels.
Baltimore	22	Baltimore	30	In 1854, 219 do.
Philadelphia	9	Philadelphia	1	In 1855, 332 do.
Boston	6	Boston	1	In 1856, 295 do.
New Orleans	3	San Francisco	9	In 1857, 275 do.
Providence	3	New Orleans	6	In 1858, 297 do.
Pensacola	4	Hampton Roads	3	In 1859, 306 do.
Charleston, S. C	1	Foreign ports	37	In 1860, 249 do.
Bangor, Me	1	Sold	9	In 1861, 287 do.
Stockton	1			In 1862, 145 do.
San Francisco	1	Total	118	In 1863, 87 do.
Savannah	2			In 1864, 75 do.
Foreign ports	27	In port on December 31, 1867	3	In 1865, 64 do.
Put back	5			In 1866, 108 do.
Total	106			

NOTE.—Class of vessels entered in 1867: 22 ships, 27 barges, 19 brigs, 8 schooners, and 30 steamers. Aggregate tonnage entered, 79, 342.

NOVEMBER 18, 1867.

I have the honor to forward enclosed an article cut from the *Anglo-Brazilian Times* of September 7, 1867, a paper published in this city, in which may be found the principal provisions of an act, recently passed by the imperial chambers, increasing taxation and the duties on imports and exports.

The budget as it now stands, and will, in all probability, pass both houses, makes several changes, principally with a view to give considerable increase to revenue. The chief alterations are :

Duties to be imposed on weight, as far as possible.

The difference between ordinary, middling, and fine qualities to be abolished when practicable.

The respective duties to include the most classes possible.

Silk, porcelain, and cut glass, manufactured tobacco, work in wood, or other objects of luxury, 20 per cent. more.

Fifteen per cent. of the import duties may be levied in gold from next January.

A dwelling-house tax of 3 per cent.

A fixed tax, not exceeding \$2,000, and a proportional tax, not exceeding 20 per cent. of rental, on professions and industries, exempting chiefly graziers and agriculturists, and sugar and rum producers. Joint-stock companies will pay 11.2 per cent of their dividends.

Stamp duties on bills, drafts to order, credits, and assigned accounts, or invoices, increased from 1.50 to 1.10 per cent. All legal documents, transferring property of any kind, are made subject to the proportional duty.

Two hundred reis, each, placed on receipts of \$50 and upwards, and on checks and orders drawn on the local bankers.

The tax of 1 per cent. will be extended to all appointments of paid employés of mortmain corporations and joint stock companies.

The government may raise the proportional stamp to 2 per cent., the fixed stamp to \$1,000, and suppress existing exemptions.

Increase of the *decima urbana* to 12 per cent., and extension of the additional *decima* to buildings occupied by joint stock companies, &c.

Slave tax of \$10 in the metropolis ; in the principal capitals \$8 ; in other cities \$6, and in the other towns and villages 4||000.

Reduction in the legacy and inheritance duties. Reduction of tax of sale of vessels to 5 per cent. Auctions 1 per cent., or $\frac{1}{2}$ per cent. if bankrupt's estate.

Cessation of exemption from the tax on lotteries, and the profits of all lotteries (with a few exceptions) to enter the public treasury.

Three per cent. income tax on public employés receiving \$1,000 or upwards. Official pensions, &c., 1 per cent.

Assessed taxes may be doubled.

The additional duties on exports are raised 5 per cent.

A sum of \$150,000 may be lent to the Pernambuco railway without interest.

Foreigners may obtain mineral concessions without a Brazilian partner.

The government is authorized to borrow the sum requisite to pay off the balance of the 1839 loan.

PERNAMBUCO—T. ADAMSON, JR., *Consul*.

DECEMBER 30, 1867.

I have the honor to hand you herewith the following tabular statements, showing the foreign commerce of this port during the fiscal year ended June 30, 1867, viz :

No. 1. Statement of exportations from the port of Pernambuco to foreign countries, and the value to each country.

No. 2. Statement showing the aggregate value of foreign goods entered at the custom-house at Pernambuco, and the value from each foreign country.

No. 3. Statement of importations of wheat flour at the port of Pernambuco, compared with two preceding years.

No. 4. Statement of exports from the port of Pernambuco to the United States of America, and comparison of value with four preceding years.

The war with Paraguay, in which this empire has been engaged during the two past years, has very materially affected the trade of this port. The necessities of the government compelled the adoption of vigorous measures for recruiting the army; in consequence of which this province suffers from a scarcity of laborers. The country people are also afraid to bring their produce to market, lest they should be picked up by recruiting officers, and the same cause prevents them from coming to town to replenish their stock of goods or to pay old bills.

In addition to this cotton has been steadily falling in price, and almost every mercantile house that has shipped cotton during the past year is now bankrupt.

During a residence of nearly six years at the port, I have never seen so little business at this season of the year as there is at present. While I write this, the street in front of the consulate is as quiet as if it was midnight instead of the busiest hour of the day.

The general distress is increased by the depreciation in value of the paper currency.

The extent of this depreciation is shown by the enclosed table of "comparative rates of exchange on London," (No. 5.)

In my last annual report I estimated the value of exports from Pernambuco for the year 1865-'66 at \$14,124,739 42. Estimating the average value of the milreis during the fiscal year ended June 30, 1867, at 49 cents, shows \$11,007,092 90 as the value of exports to foreign countries, or a falling off of \$3,117,647 52.

The value of the imports, as shown in table No. 2, for 1866-'67, was \$11,629,547 96, being \$311,311 00 more than the preceding year.

I have to note the following changes in amount of export duties levied on produce shipped from this port, viz:

On sugar, increased from 7 per cent. and 90 reis per arroba, to 9 per cent. and 90 reis per arroba.

On cotton, increased from 12 per cent. and 20 reis per arroba, to 14 per cent. and 30 reis per arroba.

On hides, increased from 15 per cent. and 40 reis per arroba, to 17 per cent. and 40 reis per arroba.

On rum, increased from 7 per cent. and 20 reis per canada, to 20 per cent. and 20 reis per canada.

On other articles, increased from 12 per cent. and to 14 per cent. This increase went into operation on October last.

After January 1, 1868, 15 per cent. of the amount of import duties will be required to be paid in gold.

Herewith enclosed I also beg leave to hand you the annual report of the United States consular agent at the port of Ceara (No. 6) and of the acting United States consular agent at Maceio.

No. 1.—*Statement showing the quantity, description, and value of the exports from the port of Pernambuco to foreign countries during the fiscal year ended June 30, 1867, computed from custom-house book.*

Quantity and description.	Value.
	<i>Reis.</i>
1,096,462 arrobas cotton	13, 092, 893||627
3,593,363 arrobas sugar	8, 600, 475||446
3,042,799 pounds hides and skins	400, 572||305
569,553 canadas rum	242, 389||300
4,100 arrobas coffee	28, 708||311
12,598 sides leather	25, 196||000
124,143 canadas molasses	23, 292||460
Sundries	49, 927||462
	22, 463, 454||911

RECAPITULATION.

Countries.	Value.
	<i>Reis.</i>
To Great Britain	13, 558, 732||494
To Portugal and colonies	2, 366, 096||861
To States of the Rio de la Plata	2, 222, 084||657
To France	2, 112, 548||314
To Spain	1, 434, 628||722
To States of the Pacific	435, 040||000
To United States of America	323, 829||783
To Hanseatic cities	10, 494||080
Total	22, 463, 454||911

No. 2.—*Statement showing the aggregate value of foreign goods entered at the custom-house at Pernambuco during the year ended June 30, 1867, and the value from each foreign country.*

Countries from whence imported.	Value.
	<i>Reis.</i>
Great Britain and colonies	12, 682, 305||023
France	5, 736, 683||405
States of the Rio de la Plata	1, 326, 208||831
Portugal	1, 148, 435||953
United States of America	1, 022, 173||065
Hanseatic cities	558, 406||096
Spain	425, 000||571
Austria	400, 361||786
All other countries	525, 829||270
Total in Brazilian currency (reis)	23, 815, 404||000
Total in United States silver dollars	\$11, 629, 547 96

No. 3.—*Statement showing the importations of wheat flour (entered for consumption) at the port of Pernambuco during the year ended June 30, 1867, compared with the two preceding years.*

Countries from whence imported.	1866-'67.		1865-'66.		1864-'65.	
	Quantity, in barrels.	Gold value at average prices.	Quantity, in barrels.	Gold value at average prices.	Quantity, in barrels.	Gold value at average prices.
United States.....	30,300	\$310,375	70,195	\$701,950	97,443	\$974,440
Austria, (Trieste).....	40,372	464,278	36,964	406,604	38,808	426,888
Chili.....	21,447	187,661	6,240	56,160	9,200	82,800
Spain.....	8,100	76,950	9,749	87,741	2,321	20,889
France.....	6,530	65,300	6,970	62,730	2,418	21,362
Newfoundland.....	4,480	44,800	2,300	23,000	560	5,600
Italy, (Genoa).....	2,271	26,116	229	2,061	490	3,880
Hamburg.....	100	1,000				
Portugal.....			200	1,800	1,000	9,000
England.....			116	1,044	100	900
Brazilian ports.....	8,900	82,325	1,411	12,699	5,613	50,517
Total.....	122,500	1,259,005	134,374	1,355,789	157,953	1,596,276

NOTE.—The flour from Brazilian ports (1866-'67) consisted of 5,200 barrels Chilian, 2,390 barrels Spanish, 700 barrels French, and 600 barrels Trieste, sent here to relieve the market in other ports. Stock on hand July 1, 1866, 17,804 barrels; ditto July 1, 1867, 7,000 barrels.

No 4.—*Statement showing the description, quantity, and value of exports from the port of Pernambuco to the United States during the year ended June 30, 1867, as compared with the years 1866, 1865, 1864, 1863, and 1862, (compiled from invoice book.)*

Description.	1866-'67.			1865-'66.	1864-'65.	1863-'64.	1862-'63.
	Quantity.	Weight.	Value.	Value.	Value.	Value.	Value.
			<i>Reals.</i>	<i>Reals.</i>	<i>Reals.</i>	<i>Reals.</i>	<i>Reals.</i>
Sugar.....	*38,444	\$192,207	451,885||735	1,171,233||708	468,376||689	973,325||948	822,761||810
Hides and skins.....	†15,356	||442,936	77,963||690	51,719||950	23,567||765	142,145||715	199,138||099
Cotton.....	†100	\$508	8,802||430	89,619||673	255,644||598	269,887||128	811,376||320
Rags.....	†170	||62,398	2,753||270	1,738||560	2,252||135	925||720	1,320||835
Old iron.....		||2,616	436||200		4,454||300	11,562||695	18,065||926
Old copper, lead, &c.....					2,411||240	2,022||420	1,985||740
Old rope, sails, &c.....					421||400	1,780||640	1,160||290
Sundries.....			763||960	189||735		17,219||800	570||190
Total reals.....			542,605||285	1,314,501||626	757,128||127	1,418,870||066	1,856,379||210

* Bags.

† Hides.

‡ Bales.

§ Arrobas.

|| Pounds.

No. 5.—*Comparative rates of exchange on London from 1863 to 1867, inclusive, 90 days' sight.*

Value of one milreis (Rs. 1||000) in pence.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Average.
1863.....	28	27½	28	27½	27½	27½	27½	27½	27½	27½	28½	26½	27½d
1864.....	27½	27½	27½	27½	27½	27½	27½	27½	27½	27½	27	27½	27½d
1865.....	27½	27½	27½	27½	25½	24½	24½	24½	24½	26½	23½	28½	26d
1866.....	28	28	27½	27½	27½	25½	24½	24½	24½	25½	25	24½	26d
1867.....	24½	24½	24½	24	23	22½	21½	21	21	21½	20½	20½	22½d

Table showing the prices current on imports and exports, rates of exchange, and freights at Pernambuco, together with the quantities of products exported and the names of the countries and places whither sent, from the 1st of October, 1866, to the 31st of March, 1867.

IMPORTS.

	Prices.	Duty.	Remarks.
Ale and porter	4||800 a 7||500 per dozen ..	1||400 per dozen ..	Sales.
Beef, jerked, Rio Plata	1||800 a 2||800 per arroba ..	||400 per arroba ..	Retail.
Rio Grande	2||000 a 3||000	Free	do.
Butter, Irish .....	||820 a ||900 per pound ..	||140 per pound ..	Sales.
French .....	||520 a ||530 .....	||140	do.
Candles, sperm .....	.....	||280 .....	.....
stearine .....	.....	||270 .....	.....
Cheese, Dutch	2||500 each .....	||140	Sales.
Coals	10||000 a 12||000 per ton ..	Free .....	.....
Codfish	13||000 a 18||000 per drum ..	||600 per qttl.	Retail.
Copper, sheath .....	||650 per pound .....	||100 per pound ..	.....
yellow metal .....	||550 .....	||094 .....	.....
Cordage, Russian	36||000 a 38||000 per qttl.	7||000 per qttl. ....	.....
patent English	30||000 a 32||000	7||000 .....	.....
coir	28||000 a 30||000	7||000 .....	.....
manila	48||000	7||000 .....	.....
Crackers	3||000 a 3||200 per keg ..	||400 per arroba ..	Last sale.
Deals, Swedish	32||000 per dozen .....	||020 per span ..	.....
Demijohns	1||250 each .....	||024 per pound ..	Sales.
Earthenware ord	320 per cent .....	.....	do.
Flour, New York	24||000 a 25||000 per barrel ..	||000 per barrel ..	Retail.
Baltimore .....	.....	do	do.
French .....	.....	do	do.
Trieste	26||000 a 27||000	do	do.
Spanish .....	.....	||000 per 100 lbs ..	do.
Gin, in cases	4||600 a 4||800 per dozen ..	||700 per medid ..	.....
in jugs .....	||270 per jug .....	||700 .....	.....
Glass, bottles .....	.....	||024 per pound ..	.....
window	10||000 per box .....	||024 .....	.....
Gunpowder .....	||320 a ||340 per pound ..	||235	In bond.
Iron, English bar	5||000 a 6||000 per qttl. ....	||400 per qttl. ....	.....
Swedish bar	9||000 per qttl. ....	||400 per qttl.	Sales.
Lard .....	||360 a ||410 per pound ..	||055 per pound ..	Last sales.
Lead, shot	21||000 a 22||000 per qttl.	5||250 per qttl. ....	.....
bar	18||000 a 20||000	3||000 .....	.....
sheet	18||000 a 20||000	3||000 .....	.....
Lumber, American .....	.....	||006 per span ..	.....
Maccaroni and vermicelli	4||000 & 8||000 per box ..	||600 per arroba ..	Sales.
Oil, olive	2||900 per gallon .....	||470 per medid ..	do.
in cases	8||000 per dozen .....	||700 .....	.....
linseed	2||800 a 2||600 per gallon ..	||020 per pound ..	do.
Paper, Almasso	3||200 a 3||500 per ream ..	||070 .....	.....
machine	2||000 a 3||600 .....	||070 .....	.....
wrapping .....	||650 a ||800 .....	||035 .....	.....
Pepper .....	||275 per pound .....	||082	do.
Pitch, American	10||000 per barrel .....	||150 per arroba ..	.....
Swedish	20||000 .....	||200 .....	.....
Raisins	4||500 a 4||600 per box ..	1||870	do.
Rice	3||000 a 3||100 per arroba ..	||120	do.
Rosin	2||000 per arroba .....	||700 per qttl.	do.
Salt	1||000 .....	.....	Per 102.
Soap .....	||140 a ||150 per pound ..	.....	Sales.
Mediterranean .....	||240 .....	||060 per pound ..	.....
Tar, Swedish	16||000 || 17||000 per barrel ..	||200 per arroba ..	.....
American .....	.....	||200 .....	.....
Tea, hyson	1||600 a 2||100 per pound ..	||525 per pound ..	do.
Tin, plates	22||000 a 23||000 per box ..	1||125 per arroba ..	do.
Vinegar, port	85||000 a 101||000 per pipe ..	24||300 per pipe ..	do.
Wine, Lisbon red	170||000 a 180||000	63||800	do.
white	100||000 a 200||000	63||800	do.
Figueira red	220||000	63||800	do.
white	220||000	63||800	do.
Mediterranean red	165||000 a 170||000	63||800	do.
white	165||000 a 170||000	63||800	do.

Table showing the prices current, &c.—Continued.

EXPORTS.

	Prices.	Stg. cost, f. o. b. ex commission and freight, at exchange, 24½d.	
Sugar, (in bags:)			
White, 1st quality	4||300 a 4||500 per arroba ..	33| 6 a 3|11 per cwt ..	
2d quality	3||300 a 4||500 ..do.....	33| 6 a 3|11 ..do.....	
3d quality	3||900 a 4||100 ..do.....	30| 8 a 32| 1 ..do.....	
4th quality	3||500 a 3||700 ..do.....	27| 10 a 29| 8 ..do.....	Sales.
Somenos	3||200 a 3||300 ..do.....	25| 8 a 26| 5 ..do.....	do.
Muscovado, clayed	2||250 a 2||700 ..do.....	18| 2 a 21| 4 ..do.....	do.
yellow, raw	2||140 ..do.....	17| 5 ..do.....	do.
brown, Chan	1||900 a 2||050 ..do.....	14| 11 a 15| 8 ..do.....	do.
Paraiba f. o. b.			do.
Rio Grande f. o. b.		1 per cwt	do.
Maceio f. o. b.	2||500 per arroba	18| 2 ..do.....	Nom.
Cotton, 1st quality	13||800 a 14||000 per arroba ..	12| 04 a 12| 20 per pound.	Sale.
Paraiba f. o. b.	15||000 per arroba	11| 65 ..do.....	do.
Maceio f. o. b.	14||200 a 13||000 per arroba ..	11| 03 a 10| 10 ..do.....	do.
Rio Grande f. o. b.			
Hides, dry salted .....	||160 per pound	4| 58 ..do.....	Sale.
Rum, 21 degrees	72||000 a 75||000 per pipe.....	19| 25 a 19| 98 per 1 gall.	do.

EXPORT DUTY.—Sugar, 7 per cent. and 90 rs. per arroba; cotton, 12 per cent. and 20 rs. per arroba; hides, 15 per cent. and 40 rs. per arroba; rum, 7 per cent. and 20 rs. per canada; other articles, 12 per cent. Anchorage dues: vessels with cargo inwards and outwards, 300 rs. per ton; with cargo inwards and leaving in ballast, or *vice versa*, 150 rs. per ton, Brazilian measurement, which is an advance upon English of 40 to 45 per cent. Vessels calling for refreshments are free.

EXCHANGE, SPECIE, SHARES, &c.

	Quotations.	Remarks.
London, 90 days' sight	24½ a 24½d. per milrea	
Paris, 90 days' sight	393 a 395 per franc.....	
Lisbon, 60 days	120 a 125 per cent.....	
Hamburg, 90 days .....	||735 per M. B	
Gold, doubloons, Spanish	32||000	
patriots	32||000	
6||400 pieces	16||800 a 17||000	
4||000 pieces	9||300 a 9||400	
20||000 pieces	21||000 a 21||200	
sovereigns	9||800 a 10||000	
Silver, patacoes, Brazilian	2||000	Current rate.
dollars, Spanish	2||000	do.
patriots	1||800	do.
Maritime Insurance Company		
Utilidade Publica, shares of, 1:000|| .....	Paid 100||000 per share	200||000 premium.
Indemnizadora, shares of, 1:000|| .....	Paid 200||000 per share	110||000 premium.
Branch of Banco de Brazil, 200|| .....	Paid 200||000 per share	50|| discount.
Novo Banco, 200|| .....	Paid 200||000 per share	40|| discount.
Discounts, bank rate	10 a 11 per cent. per annum ..	Four months' bills.

Table showing the prices current, &c.—Continued.

FREIGHTS.

	Quotations.	Remarks.
Channel for orders:		
To United Kingdom	30| in full per ton	& 35| & 5 0|0 fr. out pts. And 40| from out ports. do.
Havre, Hamburg, and intermediate ports	35| in full per ton	
Baltic	40| in full per ton	
Mediterranean		
For Clyde direct		
Direct ports:		
To Greenock	27|6 a 5 0|0	
Gottenburg		
Marseilles		
United States		
the River Plate	||$\frac{3}{4}$, 1| and ||$\frac{1}{4}$ per barrel	
Barcelona for cotton		
Havre for sugar	20 fr. and 10 0|0 per ton	
Havre for cotton and hides	50 fr. and 10 0|0 per ton	
Liverpool for sugar	15| and 5 0|0	
Liverpool for cotton	$\frac{1}{4}$ and 5 0|0 per pound.	$\frac{3}{4}$ d. & 5 0|0 per steamer.
Liverpool for hides		
Liverpool for sugar from out ports	17|6 a 20| and 0|0 per ton	In full.
Liverpool for cotton from out ports	$\frac{3}{4}$ and 5 0|0 and $\frac{1}{4}$ d. per pound.	

BRAZIL AND ENGLISH WEIGHTS AND MEASURES COMPARED.—One quintal, 129.517 pounds; 1 arroba, 32.38 pounds; 1 libra, 1.012 pounds; 1.002 alqueires, 1 bushel; 100 alqueires, 13.87 imperial quarters; 25 alqueires, 1 ton; 100 medidas, 59.54 imperial gallons, or 71.47 old gallons; 180 medidas, 1 pipe; 1 vara, 1.1988 1 yard; 1 covado, .7414 yard.

MARCH, 1867.

To—	Bags cotton.	Bags sugar.	Barrels sugar.	Tons sugar.	Casks molasses.	Dry salted hides.	Green salted hides.	Half tanned hides.	Dry hides.	Pipes rum.
Africa										
Channel		26,420		1,887						
United Kingdom	17,240	21,300		1,521						
France										
Genoa										
Gibraltar for orders										
Hamburg										
Mediterranean										
Portugal and Azores	477	16,346	33	1,169	566	605				134
River Plate			12,624	1,403	114					380
Spain	3,353								180	
Sweden										
United States		5,600		400						
Valparaiso		11,240	7,338	1,469				2,748		
Native ports	50									
Total	21,120	80,906	20,055	7,849	680	605		2,748	180	514

MARCH, 1866.

Africa										
Channel		29,583		2,112						
United Kingdom	24,143	20,680	1	1,409		1,500				
France	5,528	7,000		500						
Genoa										
Gibraltar for orders										
Hamburg										
Mediterranean										
Portugal and Azores	350	24,800	547	1,923	446	3,669				
River Plate		50	4,710	338						105
Spain	1,920									
Sweden										
United States	230	11,700		1,012						
Valparaiso		11,650		832						
Native ports	98	15,233	1,150	1,188				4,828		125
Total	32,269	120,696	6,408	9,314	446	5,169		4,828		230

Table showing the prices current, &c.—Continued.

OCTOBER 1, 1866, TO MARCH 31, 1867.*

To—	Bags cotton.	Bags sugar.	Barrels sugar.	Tons sugar.	Casks molasses.	Dry salted hides.	Green salted hides.	Half tanned hides.	Dry hides.	Pipes rum.
Africa										
Channel for orders		164, 010		11, 697						
United Kingdom	81, 654	72, 713		5, 189						
France	10, 324	16, 036	10	1, 145		7, 204	13, 879		460	
Genoa										
Gibraltar for orders										
Hamburg						3, 352				
Mediterranean										
Portugal and Azores	882	73, 287	3, 007	5, 552	1, 765	2, 517		561	1, 591	489
River Plate		1, 845	55, 085	6, 071	531					1, 333
Spain	8, 390					1, 030			180	
Sweden										
United States	98	11, 900		850		11, 064				
Valparaiso		20, 870		1, 489						
Native ports	688	30, 286	31, 308	5, 113				11, 844		399
Total	102, 036	390, 947	89, 410	37, 106	2, 296	24, 167	13, 879	12, 405	2, 231	2, 221

OCTOBER 1, 1865, TO MARCH 31, 1866.*

Africa										
Channel for orders		79, 021		5, 685						
United Kingdom	4, 942	76, 434	1	5, 392		1, 500				
France	120, 389	8, 600		664		3, 693	3, 317			
Genoa										
Gibraltar for orders										
Hamburg										
Mediterranean										
Portugal and Azores	468	48, 648	1, 595	4, 123	1, 248	6, 984		106	3, 260	67
River Plate		2, 560	37, 025	4, 089	25	10, 400				1, 182
Spain	12, 626					20				
Sweden										
United States	1, 035	67, 230		4, 987		9, 700				
Valparaiso		11, 650		832						
Native ports	558	49, 239	29, 782	5, 550	60	727		19, 116		568
Total	140, 018	343, 982	68, 403	31, 322	1, 333	33, 024	3, 317	19, 222	3, 260	1, 817

* Since the commencement of the crops.

Import and export duties, March, 1867, reis 855,748||600; March, 1866, reis 825,273||877; March, 1865, reis 781,328||854.

Entries of sugar, March, 1867, 98,000 bags, or 7,000 tons. Entries of cotton, March, 1867, 26,860 bags.

CEARA—J. S. DE VASCONCELLES, *Consular Agent*.

JUNE 30, 1867.

I have the honor to forward herewith my annual report for the year just ended.

Enclosed you will please find a note of the imports from the United States during the past year, also a list of the exports (foreign) during the same time, which, in comparison with that of the year 1865-'66, shows a decline of about 10 per cent. in official values, though an actual increase in quantity. This is accounted for by the depressed state of the home markets during the past year, and the great decline in value of all our products, particularly in cotton. * *

Statement showing the description, quantity, and value of the exports from the port of Ceara from July 1, 1866, to June 30, 1867.

Description.	Number of packages.	Weight in arrobas.	Custom-house value.
			<i>Reis.</i>
Cotton, (bales).....	35,427	153,529	2,257,818||952
Sugar, (bags).....	20,556	89,740	144,488||654
Coffee, (bags).....	15,825	67,191	366,198||321
Hides.....	54,720	.....	276,254||300
Rubber, (bags).....	745	3,522	47,405||374
Sundries.....	.....	.....	25,804||065
Total value.....	.....	.....	3,117,969||666

Statement showing the description and quantity of goods imported from the United States into the port of Ceara during the fiscal year ended June 30, 1867.

527 barrels flour, 215 cases Florida water, 26 bags shot, 55 cases patent medicines, 90 barrels bacon, 89 cases axes, 200 barrels rosin, 84 packages petroleum, 23 packages chairs, 72 bags pepper, 29 packages glassware, 200 kegs powder, 400 reams wrapping paper, 48 barrels biscuits, 200 tons soda biscuit, 75 boxes candles, 154 cotton gins, 1,732 pine boards, 32 packages wheels, 150 barrels codfish, 25 barrels linseed oil, 84 cases cotton goods, 30 barrels sulphur, 21 corn and coffee mills, 30 dozen spades, 102 packages sundries.

MACEIO—T. BRAASCH, *Acting Consular Agent.*

AUGUST 31, 1867.

Having been intrusted by Mr. J. Borstelmann with the charge of this consular agency, I have the honor to hand you enclosed statement of the export trade of this port from July 1, 1866, to June 30, 1867.

As you will learn by the enclosed statement, the crop of cotton has been much below the previous years, caused principally by the destruction of caterpillars, and by the rigorous recruiting, which took many laborers from the field.

By the new inspection of cotton created in September last, the quality has improved very much, and the price is at present only a trifle below the quotations for Pernambuco cotton.

The crop of sugar turned out better than was expected, showing about 2,400 tons more than last year.

The import trade has been mostly coastwise from Rio de Janeiro, Bahia, or Pernambuco, with the exception of two vessels from Lisbon, one from Liverpool, and two from Hamburg, all with general cargo.

During the last year no United States vessels have been at this port, and no cargoes have been shipped from here to the United States.

All tonnage duties and other port dues, warehouse and sanitary regulations, and those relating to entry and clearance, remain without any modifications.

Statement showing the description and quantity of the exports from the port of Maceio during the year ended June 30, 1867.

	Cotton.			Sugar.			Hides.
	Bags.	Arrobas.	Tons.	Bags.	Arrobas.	Tons.	No.
To United Kingdom and channel for orders.....	51,040	257,268	3,674	81,727	454,000	6,486	3,088
To Lisbon.....	10	50	1	1,050	5,775	82	3,028
To River Plate.....				1,100	8,774	125	
To Rio de Janeiro.....				24,401	123,406	1,764	
Total.....	51,050	257,258	3,675	108,278	591,955	8,457	6,116
Year ended June 30, 1866.....	93,160	487,547	6,965	77,057	423,335	6,034	5,334
Do.....do.....1865.....	68,955	354,881	5,069	111,643	617,737	8,823	5,795
Do.....do.....1864.....	43,006	226,050	3,229	96,421	533,198	7,616	9,040
Do.....do.....1863.....	49,430	265,938	3,799	165,958	897,686	12,815	8,491
Do.....do.....1862.....	43,200	237,675	3,395	175,500	965,315	13,790	9,690
Do.....do.....1861.....	26,456	145,568	2,080	108,227	595,290	8,504	8,887

BAHIA—RICHARD A. EADES, *Consul*.

NOVEMBER 1, 1867.

I have the honor herewith to forward to the department sundry tabular statements in relation to the trade and commerce of Bahia for the year 1866, numbered 1, 2, 3, 4, and 5.

During the past year nothing of particular importance in connection with the commerce of the United States has occurred within this consular district; the general trade of the province has been remarkably good, the exports from the port showing an increase of 35 per cent. over those of the previous year, principally in the articles of cotton and tobacco.

The health of the city has been excellent; no cases of yellow fever, and but few of malignant fever, have made their appearance.

The work upon the Paragassu railroad, connecting this city with the diamond district of Bahia, is progressing favorably, and it is supposed that the first section will be opened to traffic within the next year. The importance of this road for the interests of Bahia cannot be too highly estimated, and if carried through, in accordance with the views of the present company, will effect a very material increase in the trade and prosperity of this city and province.

The small colony of American settlers upon the river Jagurlinhonha continues to exist, but does not increase in size nor prosperity. No recent arrival of emigrants from the United States has occurred at this port.

OCTOBER, 1867.

Comparative statement showing the official value of merchandise imported from foreign countries to Bahia for the years 1864, 1865, and 1866.

Description.	1864.	1865.	1866.
	<i>Reis.</i>	<i>Reis.</i>	<i>Reis.</i>
Oils.....	198,242||302	202,213||750	215,305||180
Fish and codfish.....	208,874||586	209,360||090	193,246||620
Spirituous liquors.....	188,431||252	251,188||350	220,570||028
Boots and shoes.....	181,985||870	190,162||490	205,544||105
Dried meat.....	1,081,338||120	1,455,326||286	1,770,336||555
Coal.....	540,744||447	608,633||000	559,200||000
Hats.....	217,520||003	159,485||713	173,585||106
Skins.....	77,512||597	67,687||050	56,961||410
Drugs.....	49,831||861	99,182||707	29,013||332
Flour.....	612,704||006	532,113||000	698,198||550
Iron, manufactured.....	356,679||219	420,393||957	354,254||750
Iron.....	49,092||723	60,833||640	56,956||500
Glass and crockery.....	227,487||406	240,173||100	278,676||850
Machines.....	30,703||000	58,794||000	43,592||000
Butter.....	413,017||600	402,928||400	473,845||700
Manufactured goods—Cotton.....	4,967,743||237	5,232,420||159	4,987,568||732
Wool.....	508,017||565	534,744||161	543,261||789
Flax.....	492,447||358	570,458||820	532,467||890
Silk.....	286,052||284	248,887||784	267,498||356
Mixed.....	490,963||529	386,076||589	438,526||179
Coin and gold dust.....	877,293||820	506,652||730	215,145||300
Manufactured articles, gold & silver.....	227,394||582	237,218||321	165,215||440
Paper.....	126,358||877	156,424||777	148,392||567
Powder.....	105,291||500	77,975||000	95,373||750
Salt.....	131,529||267	161,306||067	157,313||810
Wine.....	111,438||600	104,874||200	61,693||200
Clothing.....	699,484||860	780,440||646	786,185||328
Miscellaneous.....	2,645,791||328	2,937,282||933	3,874,012||172
Total.....	16,103,971||799	16,893,237||719	17,598,941||199

Comparative statement showing the official value of produce exported from Bahia, Brazil, to foreign countries, for the years 1864, 1865, and 1866.

Description.	1864.	1865.	1866.
	<i>Reis.</i>	<i>Reis.</i>	<i>Reis.</i>
Rum.....	294,277||241	372,813||120	345,369||560
Cotton.....	1,054,676||049	1,303,277||553	3,847,385||442
Sugar.....	5,378,542||002	6,316,627||583	7,030,598||908
Cocoa.....	175,865||020	173,225||356	209,607||412
Coffee.....	1,196,158||202	1,614,063||450	1,727,966||887
Cigars.....	15,155||000	45,839||000	39,868||000
Hides.....	304,495||990	356,008||300	314,528||450
Diamonds.....	1,476,900||000	1,381,500||000	1,378,500||000
Tobacco.....	2,778,931||834	2,060,833||745	3,933,293||853
Wood.....	204,482||979	237,266||997	183,185||022
Piassava.....	105,369||740	141,437||653	193,683||635
Sundries.....	73,312||091	81,029||049	43,953||731
Total.....	13,058,166||148	14,083,921||806	19,247,940||900

Statement showing the number of vessels entered at the port of Bahia, Brazil, for the years 1865 and 1866.

Nationality.	For the year 1865.			For the year 1866.		
	No.	Tons.	Crews.	No.	Tons.	Crews.
United States	11	13,035	442	26	52,080	1,615
Argentine	3	728	29	3	771	32
Austrian	6	1,793	58	10	2,851	91
Bremen	21	8,912	255	23	7,741	248
Denmark	17	3,157	133	11	2,975	93
France	30	24,420	1,878	32	23,242	1,671
Hamburg	10	3,084	104	9	2,502	89
Hanover	13	2,808	85	12	2,295	88
Spain	22	4,518	253	19	3,741	212
Holland	14	3,162	113	16	3,320	111
England	170	105,870	4,364	223	121,178	5,428
Italy	8	1,832	82	9	1,695	83
Lubec				1	363	11
Mecklenburg	1	275	12	1	312	9
Norway	5	1,443	48	10	3,662	101
Oldenburg	10	2,491	77	30	7,700	252
Portugal	62	19,213	781	43	11,039	485
Prussia	2	706	19	12	3,209	169
Russia	5	1,695	55	3	1,051	31
Schleswig-Holstein				1	212	8
Sweden	10	4,092	128	13	4,499	139
Brazilian vessels from foreign ports	22	5,496	265	26	6,745	337
Total	442	208,730	9,181	533	263,183	11,243

OCTOBER, 1867.

Statement showing the description, quantity, and value of exports from Bahia to the United States for the year ended December 31, 1866, (compiled from consular invoices.)

	Reis.
122,926 arrobas sugar	314,211|842
7,408 arrobas coffee	51,748|917
2,300 logs rosewood	53,181|701
4,401 packages hides	22,692|380
275 logs zebra wood	7,702|606
400 arrobas cocoa	1,611|921
178 arrobas tapioca	1,386|920
118 arrobas arrowroot	620|109
Sundries	3,121|955
Total	456,278|351

Statement of the value of imports into Bahia from different countries for the year 1866.

	Reis.
Austria	282,678|000
Belgium	132,591|994
Brazil	181,322|080
Hanseatic cities	959,178|510
Coast of Africa	48,410|400
United States	306,702|538
France	3,539,495|084
Great Britain	9,234,054|246
Spain	273,374|236
Holland	1,905|500
Portugal	1,087,013|492
Italy	87,863|716
River Plate	1,271,410|400
Sweden and Norway	30,407|044
French possessions	62,533|957
Total	17,598,941 199

Prices current of articles at Bahia, Brazil, September 30, 1867.

IMPORTS.

Articles.	Price.	Duty.
	<i>Reals.</i>	<i>Reals.</i>
Ale and porter	6,500 to 8,000 per dozen	0.462 per medido.
Bagging	9,500 to 10,000 per piece	0.093½ per pound.
Beef, jerked	3,000 to 4,000 per arroba	0.400 per arroba.
Butter, Irish	650 to 690 per pound	0.140 per pound.
French	630 to 640 per pound	0.140 per pound.
Candles, sperm .....	.....	0.270 per pound.
composition	640 to 660 per pound	0.270 per pound.
Cheese, Dutch	1,800 to 2,500 each	0.140 per pound.
Coals	12,800 to 19,000 per ton	Free.
Codfish	11,000 to 12,000 per quintal	0.600 per quintal.
Copper, braziers' .....	.....	.....
sheathing	620 to 660 per pound	0.100 per pound.
Cordage, Russian	42,000 to 44,000 per quintal	1.750 per arroba.
English .....	.....	.....
Demijohns	900 to 1,000 each	0.023½ per pound.
Duck, Russian	26,000 to 27,000 per piece	0.140 per pound.
English	16,000 to 18,000 per piece	0.100 per pound.
Flour, New York .....	.....	.....
Baltimore	26,000 to 27,000 per barrel	0.150 per arroba.
Trieste	26,000 to 27,500 per barrel	0.150 per arroba.
French	26,000 to 27,000 per barrel	0.150 per arroba.
Gin, in jugs	340 to 360 each	0.660 per medido.
in bottles .....	.....	.....
Glass, window	7,000 to 8,000 per box	0.023½ per pound.
Gunpowder	580 to 600 per pound	0.225 per pound.
Iron, English bar	7,000 to 8,000 per quintal	0.100 per arroba.
Swedish	8,500 to 9,000 per quintal	0.100 per arroba.
Lead, bar	19,000 to 20,000 per quintal	0.750 per arroba.
sheet	22,000 to 24,000 per quintal	0.750 per arroba.
Lumber, American	60 per foot	0.006 per foot.
Swedish	27,000 to 29,000 per dozen .....	.....
Macaroni	6,000 to 6,500 per box	0.600 per arroba.
Oil, olive	6,800 to 8,300 per canada	0.466½ per medido.
linseed	300 to 320 per pound	0.020 per pound.
kerosene	9,500 to 9,700 per tin	0.100 per pound.
Paper, post	2,200 to 3,400 per ream	0.105 per pound.
wrapping	720 to 750 per ream	0.035 per pound.
Pitch, Swedish	20,000 to 22,000 per barrel	0.200 per arroba.
Raisins	8,500 to 9,000 per box	0.058½ per pound.
Sailcloth, Russian	35,000 to 40,000 per piece	0.140 per pound.
English	32,000 to 35,000 per piece	0.140 per pound.
Salt	500 to 560 per algueire	Free.
Saltpetre, refined	5,300 to 5,500 per arroba	0.320 per arroba.
Soap, English	130 to 150 per pound	0.035 per pound.
Mediterranean .....	.....	.....
Steel, Milan	16,000 to 16,500 per quintal	0.800 per arroba.
Tar, Swedish	12,000 to 13,000 per quintal	0.200 per arroba.
Tea, hyson	2,300 to 2,600 per pound	0.525 per arroba.
black	1,200 to 1,800 per pound	0.525 per arroba.
Tin plates	25,000 to 26,500 per box	1.125 per arroba.
Vinegar, Portuguese	120,000 to 125,000 per pipe	0.135 per arroba.
Wine, Lisbon	220,000 to 260,000 per pipe	0.352 per arroba.
Figueira	190,000 to 200,000 per pipe	0.352 per arroba.
Port	240,000 to 430,000 per pipe	0.352 per arroba.

EXPORTS.

	<i>Reals.</i>	
Sugar, white	2,600 to 3,600 per arroba	12 per cent. ad valorem.
brown	2,600 to 2,800 per arroba	12 per cent. ad valorem.
raw	1,700 to 1,800 per arroba	12 per cent. ad valorem.
Cotton, Macayo	8,000 to 8,500 per arroba	15 per cent. ad valorem.
Bahia	9,500 to 10,000 per arroba	15 per cent. ad valorem.
Coffee, washed	7,000 to 7,500 per arroba	15 per cent. ad valorem.
unwashed, 1st	5,200 to 6,000 per arroba	15 per cent. ad valorem.
unwashed, 2d	4,200 to 4,800 per arroba	15 per cent. ad valorem.
ordinary .....	.....	.....
Cocoa	4,800 to 4,900 per arroba	15 per cent. ad valorem.
Hides, dry	260 to 270 per pound	14 per cent. ad valorem.
salted	200 per pound	14 per cent. ad valorem.
Rum of 21 degrees	70,000 per pipe	15 per cent. ad valorem.
Tapioca	5,000 to 6,000 per algueire	14 per cent. ad valorem.
Piassava	10,000 to 15,000 per hundred	14 per cent. ad valorem.
Cognilhos	4,000 to 4,200 per thousand	14 per cent. ad valorem.
Tobacco, 1st	5,000 to 8,000 per arroba	15 per cent. ad valorem.
2d	3,500 to 6,000 per arroba .....	.....
roll, 1st .....	.....	.....
roll, 2d .....	.....	.....
Rosewood logs	600 to 1,200 per arroba	14 per cent. ad valorem.
planks	850 to 1,400 per arroba	14 per cent.

Exchange and specie.

SEPTEMBER 30, 1867.

Exchange on London, at 90 days	2½d. for milreis.
Exchange on Paris, at 90 days	460rs. for franc.
Exchange on Hamburg, at 90 days	855rs. for mark banco.
Exchange on Lisbon, at 90 days	150 per cent. per ann.
Gold : Doubloons	31,500rs. to 32,000.
Sovereigns	11,600 to 11,700.
American 5-dollar	11,300 to 11,500.
Silver : Spanish dollar	2,100 to 2,200.
Mexican dollar	2,100 to 2,200.

Freights.

To English Channel	25 to 30s. per ton.
Hamburg	27 to 30s. per ton.
Baltic	30 to 35s. per ton.
Liverpool	20s. per ton.
London	20s. to 25s. per ton.
Trieste	40s. per ton.
Havre	50frs. per ton.

Anchorage dues.—On vessels with cargo in and out, 300 reis per ton ;
with cargo in and out, in ballast, 150 reis per ton. Calling for water, free.

Table exhibiting the quantity and value of cotton exported from the provinces of Brazil from the year 1860-'61 to the first half year of 1866-'67, inclusive.

Provinces.	1860.		1861.		1862.		1863.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Rio de Janeiro	Arrobas.	Milreis.	Arrobas.	Milreis.	Arrobas.	Milreis.	Arrobas.	Milreis.
Bahia	1,160	9,875|063	18,433	178,981|940	6,008	58,351|020	30,402	30,402
Pernambuco	79,586	624,825|626	116,718	45,814	230,649	729,730|304	48,885	48,885
Maranhão	207,954	1,440,827|967	210,259	1,207,864|057	256,649	4,327,974|383	394,492	394,492
Para.	2,143	14,632|375	3,499	2,062,360|057	4,886	4,006,546|472	286,353	286,353
San Pedro			4	30,549|625		79,333|937	5,590	5,590
San Paulo				71|200				
Parahyba	178,267	1,273,233|203	183,900	1,791,313|503	201,899	3,021,124|036	222,796	222,796
Ceara	58,728	419,810|372	50,785	470,479|800	44,250	659,234|060	67,691	67,691
Alagoas	130,443	823,251|281	273,397	1,914,947|821	283,900	3,738,808|389	260,520	260,520
Suzipe					31	372|000		
Espirito Santo					490	3,020|200	956	956
Rio Grande do Norte	1,564	9,665|461	4,018	43,191|480	5,514	105,694|520	24,446	24,446
Piahy	11,015	66,030|262	11,137	86,455|887	6,436	87,611|159	7,819	7,819
Mato Grosso							25	25
Total	670,860	4,682,141|610	872,210	7,786,151|370	1,065,628	16,817,808|180	1,350,464	1,350,464

Provinces.	1864.		1865.		1866.		1867.	
	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.
Rio de Janeiro	Milreis.	Arrobas.	Milreis.	Arrobas.	Milreis.	Arrobas.	Milreis.	Arrobas.
Bahia	488,659|779	31,201	533,505|310	226,006	2,858,812|290	24,465	356,611|452	
Pernambuco	1,054,676|049	65,458	1,303,277|553	1,057,452	3,847,385|442	103,541	1,475,080|846	
Maranhão	8,938,226|082	623,117	11,947,893|091	320,018	16,784,100|954	115,603	1,400,765|657	
Para.	6,384,892|347	249,243	4,784,051|388	9,094	5,349,534|002	6,042	9,668|500	
San Pedro	107,515|375	12,149	177,847|593	80	150,629|989			
San Paulo	9,537|713	632	14,220|468	44,758	779,404|637			
Parahyba	4,883,380|951	247,980	4,900,353|901	404,289	6,226,153|823			
Ceara	1,415,080|280	96,115	1,776,352|900	137,131	2,296,927|062			
Alagoas	5,575,731|592	331,997	5,219,176|447	436,403	6,934,825|152			
Suzipe		150	2,995|000	9,335	124,248|487			
Espirito Santo	12,229|750	300	4,458|000					
Rio Grande do Norte	536,564|412	40,777	773,070|499					
Piahy	143,281|782	6,864	120,542|694	9,724	136,274|530			
Mato Grosso	102|000	[Province of Santa Catherine]	2,266		1,276|800			
Total	29,542,894|112	1,726,015	31,558,635|344	2,654,536	45,513,311|938	282,653	3,695,344|955	

NOTE.—After making every effort to obtain statistics, I am compelled to leave the returns for the first six months of the year 1866-'67 in too imperfect a condition to afford any reliable indication of what the exports of cotton from this empire were during that year.

URUGUAY.

MONTEVIDEO—J. D. LONG, *Consul*.

DECEMBER 31, 1867.

* * * * *

I have now the honor to lay before the department the annual report on the trade of this place for the year just ended.

The importation from the United States in American and foreign bottoms has been as follows : 27,000,000 feet of lumber, (both white and pitch pine,) \$8,400,000; kerosene oil, 113,000 gallons, \$56,500; flour, 4,270 barrels, \$43,200; starch, 17,000 boxes, \$68,000; drugs, 6,270 packages, \$71,000; hardware, 19,200 packages, \$127,100; chairs, 7,200 dozen, \$79,000; blacking, 9,750 cases and barrels, \$56,000; lard, 600,000 pounds, \$120,000; oysters and other canned goods, 15,700 cases, \$72,500; spirits of turpentine, 56,000 gallons, \$39,200; alcohol, 168,000 gallons, \$84,000; and other miscellaneous goods to the value of about \$175,000, all in gold.

The exports are specified monthly in the annexed statement, and show the gross total of \$1,735,419, gold. The falling off in the value of the same is mainly attributable to the non-exportation of wool latterly, which, in years passed, comprised one of the most extensive and valuable articles of the produce shipped to the United States, but since the imposition of high duties it does not admit of being sent, and the effect has been prejudicial to our estancieros, who largely depended on the American buyers to take their produce. Agents of some of the most extensive woollen manufactories in the United States formerly came here during our wool season simply to select and purchase the quality most requisite for their different branches of business. Annexed is also a statement of shipping and tonnage of the leading commercial nations at this port during the past year. The number of American arrivals is small in comparison with those of other nations, still the same would be augmented over 100 per cent. were the flag to be retained and represent, as is the fact, actual American property. I am aware of there having been 10 to 12 vessels every month in this port under foreign colors (principally British) owned by American citizens and commanded by American masters.

This country is one of growing importance; the impetus given to improvements, liberal concessions and grants of land by the government, show their desire to aid in placing it among one of the foremost of the South American republics, and I do not think the time far distant when it will command the river Plate, the harbor and facilities of discharge to vessels being so much superior to Buenos Ayres or any La Plata port.

During the past year the work has been commenced at Colonia, a thriving town about 90 miles west of this city, of constructing a marine railway; it is an American project and exclusively conducted by American capitalists; when completed the advantages to shipping in general will be great, as many vessels are condemned at this port and the Falkland islands every year on account of the want of facilities to repair. A railroad is in course of building, to extend, when finished, to Florida, a thriving inland town, 105 miles from here.

There is considerable traffic with the interior, and carried on by bullock carts. The delay in the receipt of produce is often prejudicial, and difficulties of that nature will be obviated as soon as the road is in working order.

* * * * *

The raising of cattle and sheep has hitherto principally occupied the attention of farmers, but during the past year the yield of the soil for cereals was found so productive that many are commencing to cultivate grain. The wheat grown

in the Banda Oriental is sufficient to supply the demand of the whole river Plate and even admit of export to Brazil.

The soil is very rich, and the only requisite is energy to make it productive for all kinds of grain.

Immigration continues limited, and principally comprises Italian, Spanish, and French basques, with a scattering of Irish; these latter find their way from Brazil, having originally come thither from the United States; their condition when arriving here, with but few exceptions, being deplorable in the extreme.

Statement showing the description, quantity, and value of the export of produce from Montevideo to the United States during the year 1867, (compiled from invoice returns.)

Month.	Dry ox and cow hides.	Wool.	Hair.	Sheep skins.	Goat skins.	Bone ash.	Value.
	Number.	Bales.	Bales.	Bales.	Bales.	Tons.	
January.....	96,766	279	69	13	5	.....	\$318,450
February.....	25,508	376	48	10	6	.....	141,402
March.....	31,325	1,131	53	.....	.....	.....	218,915
April.....	12,551	368	.....	.....	2	.....	75,583
May.....	8,458	337	.....	.....	.....	.....	66,989
June.....	40,635	53	10	.....	.....	.....	126,915
July.....	48,030	.....	.....	.....	.....	.....	147,291
August.....	29,544	10	.....	.....	.....	.....	100,684
September.....	28,852	23	.....	.....	.....	752	109,975
October.....	.....	.....	.....	.....	.....	.....	.....
November.....	54,361	.....	17	.....	2	.....	188,790
December.....	65,335	.....	15	.....	.....	.....	240,425
Total.....	441,365	2,577	212	23	15	752	1,735,419

Statement showing the nationality, number, tonnage, and crews of vessels arrived at and departed from the port of Montevideo during the year 1867.

Nationality.	Entered.			Cleared.		
	No. of vessels.	Tonnage.	Crews.	No. of vessels.	Tonnage.	Crews.
American.....	64	24,588	704	46	22,987	499
Brazilian.....	152	44,262	2,683	145	42,451	2,588
British.....	449	218,989	12,087	419	203,989	11,847
Prussian.....	113	26,730	922	115	28,488	962
French.....	179	85,420	4,461	175	83,920	4,344
Italian.....	226	63,974	2,657	233	66,112	2,730
Dutch.....	118	23,230	886	109	21,160	818
Spanish.....	210	47,637	2,573	218	47,624	2,490
Belgian.....	13	3,897	138	12	3,546	122

MARCH 28, 1867.

* * * I regret to be obliged to inform you that the hospital expenses for boarding and the care of American seamen, always great, have been largely increased by reason of the increased tariff which the directors have considered necessary, to defray the current expenses of the establishment. The price per diem, which, until lately, was 80 cents, is now \$1 60. The price for British seamen is only half as great. The hospital being British, discrimination is made in favor of seamen belonging to that government.

I have mentioned in general terms the difficulties I have experienced in the discharge of my official duties. I beg leave to specify one or two cases, with a view to explain my omission to furnish the particulars which my instructions required in relation thereto, and to get further instructions from the department.

Soon after entering upon my duties, bills began to come in from the hospital for services rendered American seamen, accompanied by orders from the acting consul for such services. On none of the cases could I find such record as the above circular contemplates. Notwithstanding, I felt it my duty to pay the bills and trust to the department for approval. Since I entered on my duties I have endeavored to comply with such instructions.

The law of February 28, 1803. (Statutes at Large, volume 2, page 200,) directs that every master of an American vessel shall on his arrival at a foreign port deposit his register, sea-letter, &c., with the consular officer of the United States, &c., &c. By such sea-letter I understand a consul can ascertain the nature and quantity of the cargo, the place from whence it comes and its destination. As he is required to keep a record and make a report among other things in relation to inward cargoes, where produced, and value, such sea-letter would be valuable to him for that purpose.

In no case has such sea-letter been deposited in this office. Indeed I am told by masters of vessels that they are not furnished with it, and the consequence is, I am obliged to go to the consignees, of each vessel for the facts thus required to be recorded and reported. If the statute referred to is still in force, I respectfully suggest that instructions be given for its enforcement.

ARGENTINE REPUBLIC.

BUENOS AYRES—M. E. HOLLISTER, *Consul*.

JANUARY 9, 1868.

I have the honor to forward to the department a variety of statistical tables relating to the commerce of Buenos Ayres with other countries, during the year 1866 and other years, by which some intelligent idea may be formed of its extent and progress, and the bearing it may have upon the interests of the United States. It is a proper subject of congratulation that since the close of the war the tonnage of American vessels engaged in the trade with this port has largely increased, and could such vessels, owned by citizens of the United States, and employed in the commerce of our country, as are now sailing under foreign flags be permitted to resume their nationality, a still more gratifying result in this respect would be exhibited.

It is to be observed that the exportation of wool to the United States has fallen off from other years. This, here, is chiefly attributed to the increased tariff imposed upon the commodity by Congress. This has had the effect in a measure to operate prejudicially upon this branch of trade. This business, however, is much depressed by over-production in this country, Australia, New Zealand, Africa, and other wool-growing countries, the tendency of which has been to induce great caution among purchasers, who fear to buy extensively in the fear of a falling market.

It is the opinion of many that the price of wool must continue to rule very low for the future, because its supply, if it continue to rise in the ratio it has done for two or three years, will be in excess of its demand. The wool-growing business in the La Plata provinces at this time is barely remunerative; indeed, in many cases, attended with loss. This fact will have a tendency to divert capital and labor to other pursuits, and to check the increase of production, which for a few years, has been very rapid in the wool-growing countries.

* * * * *

No. 2. Exportations from Buenos Ayres, from November 1, 1862, to October 31, 1867.

No. 3. Exportations from Buenos Ayres to Havana, Brazil, and the Pacific coast during the same periods.

No. 4. Exports to the United States in American and foreign vessels from January 17 to December 31, 1867.

No. 5. Exportations of certain products from November 1, 1866, to October 31, 1867.

No. 6. Exportations for the same period to Brazil, Havana, &c.

No. 7. Number of vessels, their nationality and tonnage, in the port of Buenos Ayres at the different periods of time therein mentioned.

No. 8. Price current of exported articles at Buenos Ayres for 1867.

No. 9. Price current of imported articles at Buenos Ayres for 1867.

No. 10. Rates of exchange, price of freights, and value of money at Buenos Ayres. * * * * *

When the returns of this consulate for the quarter ended December 31, 1867, are completed, I shall be enabled to give, in a supplementary report, the value of imports from and exports to the United States in American and foreign bottoms, classified from January 17, the time when I entered upon my consular duties, to December 31, 1867. The exports will be made up from invoice values, and the imports from the best available sources, which, as I have already had the honor to advise you, are not of the most satisfactory character.

At the present time business is almost entirely suspended here, in consequence of the prevalence of cholera, and many of our vessels are therefore obliged to depart in ballast.

No. 2.—*Statement showing the description and value of the exports from Buenos Ayres to the following countries from November 1, 1866, to October 31, 1867.*

Nationality.	Hides, dry.		Hides, salted.		Wool.		Sheep-skins.		Horse-hair.		Tallow and grease.	
	Ox and cow.	Horse.	Ox and cow.	Horse.	Bales.	Bags.	Bales.	Dozen.	Bales.	Bags.	Pipes.	Boxes.
Great Britain.....	No. 25,527	No. 2,709	No. 175,916	No. 29,048	5,565	51	4,331	31	520	95	13,633½	7,685
France.....	88,070	3,984	53,907	35,264	54,724	2,489	19,257	..	678	127	26,060	6,348
Germany, Holland, and Belgium.....	120,669	9,349	251,307	7,139	71,713	802	3,416	..	780	68	11,047½	948
United States.....	1,085,503	1,260	30,154	825	12,622	437	2,047	..	1,060	203	.....	.....
Italy.....	145,447	3,690	41,948	1,951	4,546	.....	1,131	..	132	204	2,889	1,973
Spain.....	203,676	15,127	.....	.....	3	.....	2	.....	.....	.....	.....	1
Norway and Sweden ..	6,550	.....	9,999	.....	526	.....	.....	.....	.....	.....	503	.....
Total	1,675,502	36,119	563,231	74,237	149,699	3,779	30,184	31	3,170	697	54,133	16,958

No. 3.—*Statement showing the description and quantity of the exportations from Buenos Ayres to Havana, Brazil, and the Pacific coast from November 1, 1862, to October 31, 1867.*

Country.	Description.	Quantity.
Brazil.....	Hides, dry and salted.....	13,084
Havana.....	Hides, dry and salted.....	9,765
Brazil.....	Jerked beef..... quintal..	872,816½
Havana.....	Jerked beef..... quintal..	1,194,948½
Brazil.....	Tallow and mares' grease..... pipes..	351½
Brazil.....	Tallow and mares' grease..... boxes..	460
Havana.....	Tallow and mares' grease..... pipes..	6½
Havana.....	Tallow and mares' grease..... boxes..	5,002
Pacific coast.....	Tallow and mares' grease..... pipes..	283½
Pacific coast.....	Tallow and mares' grease..... boxes..	8,822

No. 4.—*Statement showing the quantity, description, and total value of the exports from Buenos Ayres to the United States, in American and foreign bottoms, from January 17 to December 31, 1867.*

Quantity and description.	Value.
1,085,357 hides	\$5, 892, 644 43½
11,610 bales wool	
1,147 bales and 112 sheep-skins	
507 bales goat-skins	
1,328 bales and 2,870 pounds horse-hair	
65 bales ostrich feathers	
2,458 bales and 1,000 pounds hide cuttings	
420,213 horns	
18,623 water hog skins	
301,000 and 77 $\frac{2}{3}$ $\frac{5}{10}$ tons bones	
1 case cigars	
25 bales nutria-skins	
91 seal-skins	
525,490 pounds and 266.1,095 tons bone ash	
6 baskets glue	
3 barrels neats-foot oil	
138 bales and 2,621 deer skins	

No. 5.—*Statement showing the description and quantity of the exportations from Buenos Ayres from November 1, 1866, to October 31, 1867.*

Description.	Number.
Dry hides, ox and cow	6, 798, 152
Dry hides, horse	197, 264
Salted hides, ox and cow	2, 325, 081
Salted hides, horse	617, 945
Wool	bales 608, 706
Wool	bags 9, 517
Sheepskins	bales 101, 727
Sheepskins	dozen 141 $\frac{1}{6}$
Horse hair	bales 16, 010 $\frac{1}{2}$
Horse hair	bags 2, 532
Tallow and mares' grease	pipes 148, 316
Tallow and mares' grease	boxes 54, 198

No. 6.—*Statement showing the description and quantity of the exports from Buenos Ayres to Brazil, Havana, and the Pacific coast from November 1, 1866, to October 31, 1867.*

Country.	Description.	Number.
Brazil	Hides, cow and ox, salted and dry	4, 260
Havana	Hides, cow and ox, salted and dry	1, 696
Brazil	Jerked beef	quintals 297, 963
Havana	Jerked beef	quintals 275, 953 $\frac{1}{2}$
Havana	Tallow and grease	pipes 5
Havana	Tallow and grease	boxes 1, 265
Pacific coast	Tallow and grease	boxes 1, 566

No. 7.—Statement showing the nationality, number, and tonnage of vessels in the port of Buenos Ayres at the undermentioned periods in 1867.

Nationality.	Jan. 25.		Feb. 24.		March 26.		April 25.		May 25.		June 26.		July 26.		Aug. 25.		Sept. 25.		Oct. 26.		Nov. 26.		Dec. 22.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
English	55	19,969	52	17,372	53	18,836	43	15,293	36	12,968	33	11,527	27	9,091	45	15,686	49	17,571	49	16,998	51	17,223	63	23,532
American	16	7,341	16	6,927	16	6,684	9	3,475	6	2,181	7	3,075	4	2,048	11	5,103	17	7,622	10	4,676	17	7,795	20	9,017
French	36	12,394	35	13,235	26	10,295	23	8,904	25	9,953	23	8,874	19	7,799	16	6,921	29	12,412	30	12,621	40	15,186	45	17,403
Spanish	16	3,538	15	3,694	22	4,813	24	5,644	13	5,908	10	1,759	10	1,691	7	1,280	18	4,043	17	3,743	16	3,196	17	3,357
Argentine	53	21,792	45	18,081	33	12,937	36	13,261	25	8,614	21	7,083	22	7,589	22	8,924	21	8,737	12	5,601	19	7,451	22	9,155
Italian	15	2,908	19	4,076	19	3,915	15	2,994	11	1,743	17	2,737	13	1,902	15	2,571	16	2,616	20	3,448	12	2,433	14	2,773
Dutch	5	1,720	3	816	3	762	4	1,013	4	633	3	689	3	838	3	651	6	1,376	1	396	4	769	7	1,552
Danish	7	2,182	3	910	3	860	2	548	2	664	1	280	1	293	2	493	3	1,031	1	300	2	505	4	1,210
Bremen	12	2,117	14	2,465	9	1,683	10	1,839	6	1,096	7	1,113	5	777	5	773	3	1,446	1	300	2	505	4	1,210
Hanoverian	13	2,969	11	2,442	9	2,194	7	1,568	10	1,815	11	2,069	12	2,296	15	3,404	9	1,831	13	2,523	10	1,925	18	3,407
Prussian	9	2,655	4	1,067	1	505	11	3,563	6	2,192	2	772	1	250	1	307	1	307	1	392	1	392	1	392
Austrian	9	3,210	10	3,533	10	3,453	5	1,965	4	1,379	1	250	1	250	4	1,101	5	1,360	4	955	3	926	2	602
Swedish	11	3,566	12	3,914	10	3,573	5	1,113	2	329	1	250	1	200	3	991	3	801	3	1,069	3	1,371	6	2,412
Norwegian	2	440	1	200	10	3,573	1	1,113	2	329	1	250	1	200	3	991	3	801	3	1,069	3	1,371	6	2,412
Oldenburg	4	1,218	3	799	4	1,162	3	945	5	1,196	4	1,004	4	857	2	644	1	295	1	330	1	330	1	330
Mecklenburg	4	1,374	2	556	2	556	1	182	2	730	2	730	3	730	2	680	2	462	2	462	1	218	1	218
Hamburg	1	314	5	1,421	3	786	3	546	3	694	4	914	7	1,700	6	1,862	6	1,636	5	1,270	1	300	3	940
Holstein	2	463	4	554	6	843	3	546	3	694	4	914	7	1,700	6	1,862	6	1,636	5	1,270	1	300	3	940
Russian	1	460	1	490	1	231	2	531	2	880	3	1,204	2	774	1	450	1	450	1	450	1	450	1	450
Total	262	89,630	255	82,488	230	74,107	199	62,384	161	49,550	149	43,852	132	38,585	163	52,758	192	63,866	169	54,234	179	59,710	223	76,000

No. 8.—Price current of the principal articles of export from Buenos Ayres for 1867.

Articles of export.	February.	March.	April.	May.	June.	July.
Hides, ox matadev, dry..... pound.....	\$0 18.3	\$0 18.3	\$0 18.3		\$0 16.8	\$0 16.9
cow matadev, dry..... do.....	16.9	16.9	16.6		17.3	
light ox and cow..... do.....	18.3		17.9		8.7 a	8.35
saladew salted, ox..... do.....	7.84		8.7		7.45 a	7.43
saladew salted cow..... do.....	6.9		6.9		15.2 a	16
Wool, unwashed mestiza..... do.....	15.2 a		15.2 a			7.45 a
first good..... do.....	13.2 a		13.2 a			\$0 15.3 a
mixed..... do.....	12.2 a		14.8			16
common..... do.....	12.2 a				12.2 a	
common..... do.....	9.4				12.6	
washed Cordoba..... do.....	19.7 a				10.1	
unwashed Entre Rios..... do.....	20.2				10.4 a	
unwashed Corrientes..... do.....	11.9 a				12.4 a	
unwashed Corrientes..... do.....	14 a				13.5	
Tallow and grease..... do.....	6.5		8.5		8.62	
Mares' grease..... do.....	6.5				8.01	7.3
Jerked beef..... do.....	2 08 a				2 60	2 20
Nutria skins..... do.....	56.9		56.3		56.9	43.2
Ostrich feathers..... do.....	1 32 a		1 34 a		1 32 a	1 32
Horse hair, mixed..... do.....	22 a		22.1 a		22.1 a	22.7
Corrientes..... do.....	21.4		24		20.5	
Cordoba..... do.....	20 a				20.5	
Horse hides, salted..... each.....	1 90 a	2 03 a	2 28		2.15	2 29

No. 9.—Price current of the principal articles of export from Buenos Ayres for 1867.—Continued.

Articles of export.	August.	September.	October.	November.	December.
Hides, ox matadew, dry..... pound.	\$0 17.6	\$0 18.3	\$0 18.1	\$0 17.63	\$0 17.36
cow matadew, dry..... do.	28.3	8.25	17.2	17	16.6
light ox and cow..... do.	8.25		8.25		9
saledew salted, ox..... do.	7.45			7.75	8
saledew salted, cow..... do.	15.2			14.35	14.35
unwashed mestiza..... do.				13.19	11.87
first good..... do.				12.86	11.87
mixed..... do.				11.87	9 $\frac{1}{2}$
common..... do.				10.21	11.54
washed Cordoba..... do.				17.10	10.21
unwashed Entre Rios..... do.				8.43	16
unwashed Corrientes..... do.				9.45	8.1
unwashed Corrientes..... do.				8.61	9.15
Tallow and grease..... do.					8.49
Mare's grease..... do.					6.9
Jerked beef..... do.					
Nutria skins..... pound.	2 20	2 34	2 08	1 47	1 36
Ostrich feathers..... do.	43.9	58.3	44	23.4	23.7
Horse hair, mixed..... do.	1 49	1 57	1 48	23.4	23.7
Corrientes..... do.	24.3			22 $\frac{1}{2}$	22.3
Cordoba..... do.	21.4			21.13	21.13
Horse hides, salted..... each.	20.9	21.2	21.6	21.13	2 35
	2 35	2 29	2 48.5	2 35	

No. 10.—*Rates of exchange, price of freights, and value of money at Buenos Ayres.*

Exchange on England has varied from 50½d. at the beginning of the year to 48d. for a dollar in gold; on France from f. 5.35 to f. 5.10. December 31, exchange on England, 48½d.; Antwerp, f. 5.12.

Freights to the United States, December 31, 1867, \$5 (gold) per ton of 40 cubic feet; dry hides ¾ cents per pound. Primage 5 per cent.

The value of the pesos or paper dollar, since January 17, 1867, has been fixed at 4 cents; value of eagle, \$10; sovereign, \$4 90; ounce or doubloon, \$16; Napoleon, \$3 90; Spanish doubloon, \$5; condor, (Chilian,) \$9 25; 20 milreis of Brazil, \$11. Standard of value a "hand" dollar of 100 cents.

ROSARIO, (ARGENTINE CONFEDERATION)—W. WHEELWRIGHT, *Commercial Agent.*

MARCH 5, 1868.

* * * * *
Rosario occupies a very important position on the Parana, which is only an extension of the La Plata, 250 miles from Buenos Ayres, possesses great facilities for trade and commerce, is approachable for ships drawing 17 and 18 feet of water, and presents all the advantages required for a direct commerce with the Atlantic world, and is the entrepot for all the provinces of the interior. But that which is to make Rosario still more important is the great central Argentine railway, which, starting from that city, is already open to Villa Nueva, 160 miles, the junction of the roads from St. Louis, Mendoza, and San Juan, while, when it reaches Cordoba, 247 miles, it forms a junction with the high road to the upper provinces and Bolivia.

The central Argentine railway is divided into four sections, viz: 1st section Rosario to Cordoba, 247 miles; 2d section, Cordoba to Horquata, 166 miles; 3d section, Horquata to Tucuman, 210 miles; 4th section, Tucuman to Jujuy, 209 miles; from Rosario to Jujuy, 832 miles. The province of Jujuy forms the boundary with Bolivia, whose foreign commerce under the Spanish rule was carried on through this channel.

While I have thus ventured to lay before you the general outlines of the great central railway, I also forward a printed report of the engineer, together with a map, and I scarcely need to point out the vast benefits this isolated country will derive from it, when realized.

In connection with this subject, permit me to allude to a projected interoceanic line, which, commencing at Caldera in Chili, ascends the western slope of the Andes, and, crossing its culminating plain on the summit, descends the eastern slope to the pampas, which it crosses, and forms a junction with the central Argentine railway at the Horquata or Punto.

This interoceanic line possesses the advantage of freedom from any blocking snows, although the maximum elevation of the railway pass is 16,023 feet, and is traversed by the inhabitants of Salta, Tucuman, and Jujuy, to and from Copiapo, at all times and seasons.

The surveys and report of the engineers make it perfectly practicable and comparatively inexpensive, and its total length from Caldera to Rosario is about 1,000 miles, and of this length there are 55 miles constructed from Caldera to the city of Copiapo, and 413 miles which will be constructed from Rosario to Horquata, making a total of 468 miles which may be availed of, and deducted from 1,000, would leave about 532 miles to be constructed on the interoceanic line.

* * * * *

The question is much agitated as to removing the capital to a more central position; it will, no doubt, be accomplished eventually, but I must question the wisdom of such a step at present.

The customs revenue for some time has doubled itself every five years; in 1850 the receipts were 8,000,000 paper dollars, (equivalent to about four cents each, or 320,000 silver dollars.) The revenue of 1867 exceeded 10,000,000 hard or silver dollars.

* * * * * * *

CHILI.

VALPARAISO—A. W. CLARK, *Consul*.

Statement showing the description and value of the exports from this port to the United States during the several quarters of the year 1867, (compiled from consular returns.)

Description.	Value.
Coal	\$37, 194 25
Wool, &c.....	207, 403 34
Nitrate of soda	308, 994 40
Wheat	40, 946 34
Almonds, walnuts, sugar, pig iron, &c.....	107, 112 55
Sundries	6, 077 27
Total for 1867	707, 728 15

PERU.

CALLAO—J. H. MCCOLLEY, *Consul*.

SEPTEMBER 30, 1867.

I have the honor to enclose herewith a general statement of the navigation and commerce of this port from January 1 to September 30, 1867, accompanied by other statistics that may be worthy of notice.

Table 1 shows the amount of imports from and exports to the United States for the three quarters ended September 30.

Table 2, the amount of national merchandise exported from Peru during the above specified time.

* * * * * * *

Trade of all kinds within this district has, from various causes, greatly declined; partly owing to our domestic troubles in the United States, the war with Spain, and frequent local revolutions.

The government of Peru has endeavored to promote the interests of the country; it has made some important changes, which, although beneficial to the state, do not meet the approbation of the people, it being their misfortune to be guided more by self-interest than patriotism. During the year there have been but few internal improvements. In the city of Lima new culverts have been made, and add much to the beauty of the streets as well as to the health of the place. There is also in the course of construction, and nearly completed, an extensive mole, which, when finished, will be of great advantage to ships in loading and discharging their cargoes. The iron dry dock, mentioned in my last report as in active operation, is one of the largest constructions of the kind in South America, and will accommodate the largest class of ships. The new railroad between Callao and Lima, by the way of Magdalena, will shortly be finished, and persons whose business calls them daily to and from these places will hail its completion with delight.

The macadamized road between the above-named places has not yet been commenced, and the probability is that some years may elapse before this much desired improvement will be finished.

Peru should be one of the greatest countries in the world; its mineral wealth is unsurpassed by any nation, but the people lack the energy and industry necessary to develop it; and as long as guano proves a source of revenue, the inexhaustable riches of Peru will remain buried in her mountains. The supply of this useful article at the Chinchas islands will not last probably over three years. They will then commence to work the Gunape and other islands, which, as I have before reported, contain some 8,000,000 tons of guano, of a quality but little inferior to that of the Chinchas, a few cargoes of which have been sent to the United States and Europe as samples.

Agriculture is yet in a primitive state, although the soil is rich and prolific, and requires no manuring. With but little labor two or three crops can be raised successively from year to year, and but for the absence of rain, which is supplied by irrigation, Peru would be one of the first agricultural countries in the world. This branch of industry, with the exception of a few haciendas on the coast, has gone backward instead of improving, and I am informed by foreign residents of long standing in this country that Peru is not in so flourishing a condition to-day as it was some 40 or 50 years ago. The public debt continues to increase, and amounts to some \$53,000,000. Exchange with foreign countries remains about the same. Sterling bills are quoted from 36 to 37 pence; American gold 35 per cent.; all business being based on Bolivian currency, equivalent to 78.04 cents to the dollar, American gold.

TABLE 1.

Table of imports from and exports to the United States at the port of Callao from January 1 to September 30, 1867, a period of nine months.

IMPORTS.		EXPORTS.	
Description.	Value.	Description.	Value.
General	\$1, 140, 000 00	Guano	\$1, 756, 284 55
Coal	30, 000 00	Nitrate soda	109, 334 61
Lumber	10, 000 00	Salt and dry hides	46, 827 38
		Sugars	167, 177 32
		Empty iron flasks	1, 108 82
		Copper ore	} 258 13
		Cigars	
		Cocoa Italia, &c	
	1, 180, 000 00		2, 080, 990 81

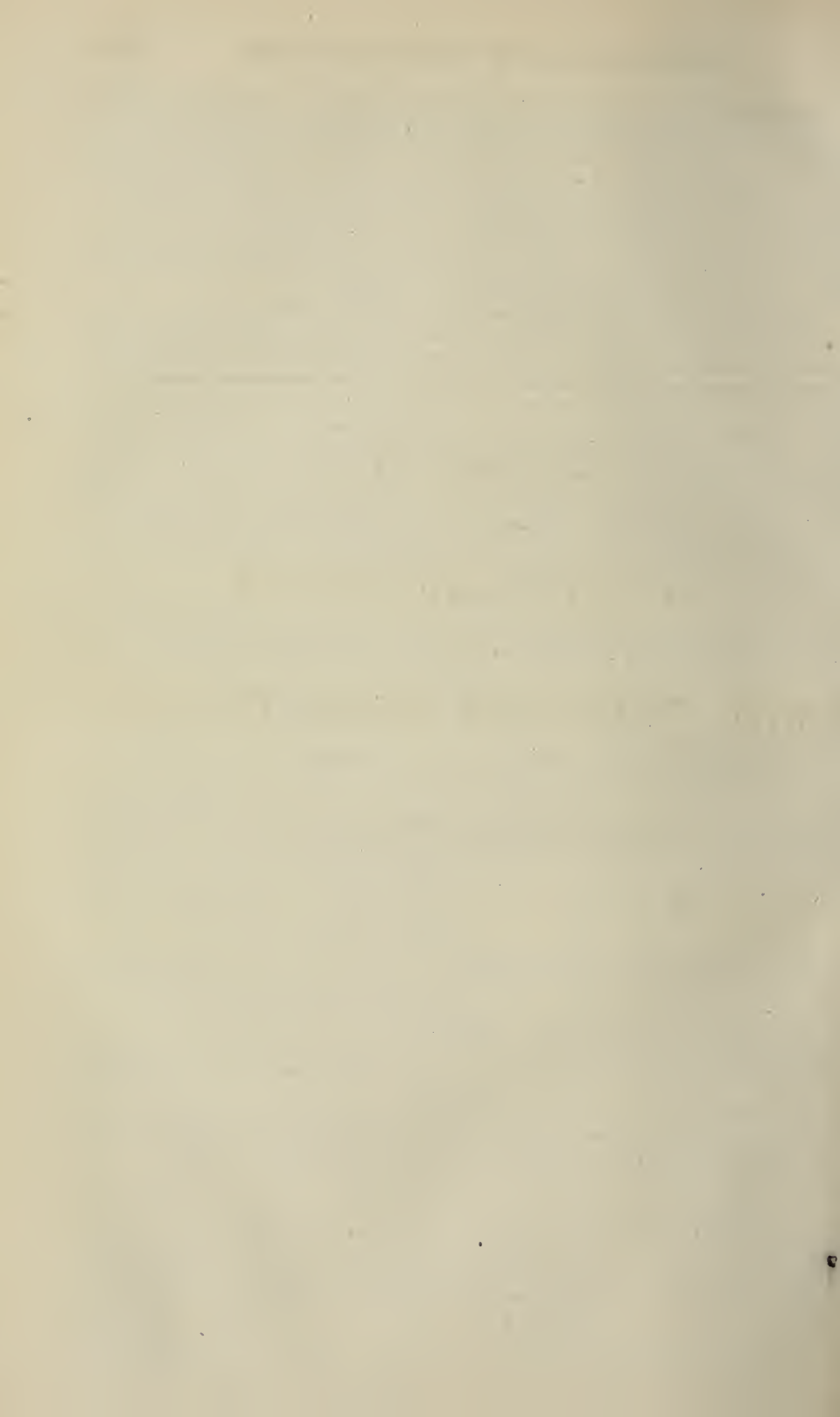
RESUMÉ.

Importations	\$1, 180, 000 00
Exportations	2, 080, 990 81

TABLE 2.

Statement showing the value of national merchandise exported from the several ports of Peru for the nine months ended September 30, 1867.

Ports.	Description.	Value.
Callao	Guano, silvers, sugars, &c	\$17, 680, 811 00
Islay	Wool, silver, and block tin	1, 498, 028 00
Arica	Wool, silver, and block tin	2, 164, 378 00
Iquique	Saltpetre, &c.	2, 611, 517 00
Payta	Hides, cotton, silver, &c.	518, 312 00
Total		24, 473, 046 00



PART II.

NAVIGATION AND COMMERCE

OF THE

UNITED STATES WITH FOREIGN COUNTRIES

DURING THE

YEAR ENDED SEPTEMBER 30, 1867.

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Ceylon	834
Cowes	833
Cobourg	835
Demerara	835
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Dundee	842
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Gibraltar	843
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NAVIGATION AND COMMERCE OF THE UNITED STATES WITH FOREIGN COUNTRIES DURING THE YEAR ENDED SEPTEMBER 30, 1867.

[MADE UP FROM CONSULAR RETURNS.]

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	No. of Vessels.	ENTERED.		CLEARED.		INWARD.	
		Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.
BRITISH DOMINIONS. ABERDEEN. <i>A. Brand.</i> Quarter ended December 31, 1866.* 2d, 3d, and 4th quarters.	1	In port.	1	Cardiff.	1	Ballast.	Ballast.
		No arrivals.				No departures.	
		No reports.					
	1 2 3	Kurrachee. Bombay.	1 2 3	Falmouth. do.	1 2 3	Ballast. do.	1,940 tons rice 3,053 tons rice
		No report.					\$36,860 00 58,007 00 94,867 00
4th quarter.							
BARBADOES. <i>J. G. Morton.</i> Quarter ended December 31, 1866.†	7	In port.	2	Tunk's Island. New York.	2	Before reported. do.	Ballast. 702 pun. molasses, 20 hhd. 4
							27,751 18

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	ENTERED.		Where for.	INWARD.		Value.	No. of Vessels.	Description.	Value.
	No. of Vessels.	Where from.		No. of Vessels.	Description.				
BRITISH DOMINIONS. BARBADOES. <i>J. G. Morton.</i> Quarter ended December 31, 1866—Cont'd.									
					pease, 300 bxs. cheese, 184 pun. 115 hds. oil meal, 50 kegs butter, 1,050 cases kerosene oil, 43 bbls. hay, 836 bbls. pork, 100 cases matches, 1,050 pails lard, 341 bbls. potatoes, 1,400 bags corn, 30 horses, 169 mules.			horses, 100 bbls. pork, 150 bxs. cheese, 435 bundles shooks, 80 bxs. 12 bbls. cocoa, 341 bbls. potatoes, Ballast	
	3	Trinidad		3	900 bbls. flour, 1,106 bbls. meal, 516 bbls. shoeks, 205 bags 150 bbls. bread, 305 bbls. crackers, 100 bags pease, 150 bxs. cheese, 20 hds. oil meal, 100 kegs butter, 300 cases kerosene oil, 406 bbls. pork, 80 cases mather, 550 pails 100 tins lard, 11 tes. hams, 6 carriages, 500 bags corn, 15 horses, 142 mules, 40 bbls. onions.	\$58,570 00	3	300 pails lard, 199 pun. mo- lasses, 29 bbls. bread, 300 pun. oil meal, 450 bbls. flour, 97 mules, 2 horses, 158 bbls. pork, 1,034 bbls. shooks.	\$28,613 67
	1	Cuba		1	1,009 bbls. flour, 950 bbls. meal, 200 bbls. crackers, 25 bbls. pease, 50 bbls. pork, 10 bbls. bread, 25 bbls. 50 half bbls. beef, 300 bags corn, 75 bags * pease, 180 bags bread, 300 pails lard, 50 kegs butter, 58 bxs. cheese, 166 bbls. shoeks.	22,000 00	1	Ballast	
	2	Not stated		2	820 barrels flour, 507 bbls. meal, 1,127 bbls. shoeks, 150 bags bread, 160 bbls. crackers, 200 bags pease, 400 bxs. cheese, 300	51,500 00	1	49 mules	4,900 00

				es, kerosene oil, 474 bbls. pork, 105 cs. matches, 300 pails lard, 150 bags corn, 41 horses, 123 mules.											
1	Pernambuco.....	1	Whaling.....	1	7,308 galls. whale oil.....	7,500 00	1	Ballast.....	1	Ballast.....	1	8 half bbls. beef, 4 cs's brandy, To enter protest.....	200 00		
1	Florida.....	1	St. Thomas.....	1	156 M ft. P. P. lumber.....	3,000 00	1	do.....	1	do.....	1	In distress.....			
1	St. Stephen's, N. B.....	1	Turk's Island.....	1	110 M ft. W. P. lumber.....	17,000 00	1	do.....	1	do.....	1	Ballast.....			
1	Jacksonville.....	1	St. Thomas.....	1	164 M ft. W. P. lumber.....	5,735 00	1	do.....	1	do.....	1	19 punc. mousses.....	380 00		
2	Boston.....	1	Bon Air.....	1	Ice, 16 sheep, 2,131 bxs. candles, 200 hams, 450 pails lard, 50 bxs. cheese, 15 bbls. flour, 50 bbls. potatoes, 49 pkgs. cod- fish, 19 bales hay, 684 bundles shooks.	18,000 00	1	do.....	1	do.....	1	Ballast.....			
			Not stated.....	1	881 bxs. bread, 25 bbls. herring, 50 bbls. onions.	9,600 00	1	do.....	1	do.....	1	2 cases brandy, 2 bbls. pork..	56 00		
1	Georgetown, S. C.....	1	Curaçoa.....	1	200 M ft. P. P. lumber.....	3,000 00	1	do.....	1	do.....	1	do.....			
1	St. Mary's.....	1	Gadeloupe.....	1	To enter protest.....		1	do.....	1	do.....	1	do.....			
1	Demerara.....	1	Baltimore.....	1	In distress.....	2,000 00	1	do.....	1	do.....	1	do.....			
3	Norfolk.....	1	Not stated.....	1	40,700 staves.....	6,000 00	1	do.....	1	do.....	1	do.....			
			Dominica.....	1	98,000 staves, 23,000 shingles, 175 bags pease.		1	do.....	1	do.....	1	do.....			
1	Inagua.....	1	Inagua.....	1	160,000 staves.....	7,800 00	1	do.....	1	do.....	1	do.....			
1	Turk's Island.....	1	Turk's Island.....	1	50,000 staves, 83,000 shingles, 9 bags pease.	2,500 00	1	do.....	1	do.....	1	do.....			
39		39		39		453,445 00	39						102,535 31		
1	In port.....	1	New York.....	1	Before reported.....		1					9 hhds. 1 rc. 4 bbls. sugar, 24 barrels 73 bags cocoa, 2 crates skins.	2,439 04		
14	Whaling.....	9	Whaling.....	8	775 bbls. whale oil.....	36,300 00	9	Ballast.....	9	Ballast.....					
		1	Wrecked.....	2	Ballast.....		1	Wrecked.....	1	Wrecked.....					
		4	In port.....	3	254 bbls. whale oil.....	15,500 00									
1	Boston.....	1	Cienfuegos.....	1	Discharging seamen.....	15,000 00	4	In port.....	4	In port.....					
				1	167 bbls. pork, 255 bbls. herring, 55 bbls. potatoes, 1 bbl. vine- gar, 10 bbls. pitch, 59 barrels onions, 5 bbls. beef, 16 half bbls. salmon, 352 pails lard, 30 kegs butter, 150 bxs. herring, 10 kits tongues and rounds, 2,232 bbls. shoeks, glassware, and sundries.		1	Ballast.....	1	Ballast.....					
12	New York.....	6	Trinidad.....	6	1,940 barrels flour, 2,600 barrels meal, 772 bbls. shoeks, 85 bbls. 110 half bbls. beef, 600 bags, bread, 400 bags crackers, 105 bbls. 409 bags pease, 700 bxs. cheese, 30 hhds. 40 punc. oil	166,664 00	6		6			40 horses, 337 mules, 200 bags pease, 505 boxes cheese, 60 punc. oil meal, 1,366 bbls. shooks, 78 cases matches, 250 bushels oats, 41 water casks, 30 bales hay.	60,942 50		

* Entered: 3 steamers, 7 barges, 12 brigs, 18 schooners—40, in port 1. Cleared: 2 steamers, 9 barks, 7 brigs, 15 schooners—33, in port 8. Aggregate tonnage entered 6,048.72.

Quarter ended March 31,
1867.*

4	Norfolk	1	Cienfuegos	1	93,000 staves	4,600 00	1	Ballast	.....	.....
		2	Porto Rico	2	165,000 staves	6,200 00	2	(1) ballast, (1) in port	.....	.....
		1	Cuba	1	85,000 staves	3,200 00	1	In port	.....	.....
2	Philadelphia	1	Turk's Island	1	375 bbls. flour, 1,050 bbls. meal, 225 bbls. bread, 100 bbls. pork, 50 half bbls. beef, 1,000 bags corn, 300 bags oats, 25 boxes starch, 14 bxs. hams, 1 hhd. glassware, 1,100 bxs. 600 half bxs. candles, 351 tins lard, 900 bbls. shooks.	19,000 00	1	Ballast	.....	.....
		1	In port	1	300 bbls. flour, 617 bbls. meal, 60 bbls. pork, 1,149 bags corn, 500 bxs. 200 half bxs. candles, 812 bbls. shooks.	18,000 00	1	In port	.....	.....
1	La Guayra	1	Martinique	1	Ballast	.....	1	Ballast	.....	.....
1	Cayenne	1	Turk's Island	1	do	.....	1	do	.....	.....
2	Provincetown	2	Whaling	2	do	.....	2	do	.....	.....
1	Windsor	1	Wilmington	1	40 bbls. whale oil	2,400 00	1	Ballast	.....	.....
1	Wilmington	1	In port	1	50,000 staves, 51,000 shingles, 25 bbls. tar, 8 bags pease.	2,300 00	1	In port	.....	.....
1	Plymouth	1	New York	1	85,000 staves	3,200 00	1	In port	.....	.....
					41,000 shingles, 45,000 staves, 2 bbls. tar.	2,300 00	1	233 punc. 15 hlds. 19 bbls. molasses.	.....	6,303 30
41		41		41		379,631 67	41		.....	75,831 80
8	In port	1	Trinidad	1			1	Ballast	.....	.....
		1	New York	1			1	15 hlds. 375 punc. 10 bbls. molasses.	.....	9,965 30
2	Washington, N. C.	5	Whaling	8	Before reported			308 bbls. whale oil, 8 tons old metal, 2 bbls. arrowroot.	.....	10,840 05
		1	Porto Rico	1			5	Ballast	.....	.....
		1	Boston	1			1	do	.....	.....
		1	St. Thomas	1	100,000 shingles, 70,000 staves	2,600 00	1	21 hlds. 180 punc. 40 bbls. molasses, 345 bbls. whale oil.	.....	15,408 10
1	Satila, Ga.	1	Boston	1	39,000 shingles, 50,000 staves	1,900 00	1	Ballast	.....	.....
23	Whaling	23	Whaling	19	138,000 feet pitch pine	41,500 00	1	Molasses, 1,200 bbls. whale oil.	.....	38,060 20
				4	4,021 bbls. whale oil	176,750 00	23	Ballast	.....	.....

* Entered: 17 schooners, 20 barks, 5 brigs, 1 ship, 2 steamers—45, in port 8. Cleared: 17 schooners, 20 barks, 5 brigs, 1 ship, 2 steamers, 8 class not given—53. Aggregate tonnage entered 8,905, 28.

Quarter ended June 30,
1867.*

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS.		CARGOES.			
	ENTERED.		CLEARED.		INWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.
BRITISH DOMINIONS.						
BARBADOES.						
<i>J. G. Morton.</i>						
Quarter ended June 30, 1867—Continued.	13	New York.....	9	New York.....	5,496 bbls. flour, 3,136 bbls. 109 hhd. meal, 4,528 bbls. shooks, 2 bbls. 360 half bbls. beef, 5 hhd. 30 tes. 26 kegs tobacco, 262 bbls. and 415 bags tobacco, 1,125 bbls. crackers, 843 bbls. 425 bags pease, 600 bxs cheese, 150 hhd. 18 puns, 50 bags oil meal, 150 bbls. oil cake, 325 kegs 25 tins butter, 740 bbls. pork, 790 cases matches, 500 tins and 1,350 pails lard, 300 bbls. petroleum, 4 carriages, 180 bbls. potatoes, 200 bbls. 800 bags corn, 41 horses, 45 mules, 116 doz. pails, 80 doz. brooms, 30 bxs. starch.	\$175,450 00
			1	St. Thomas.....	110 bbls. flour, 53 bbls. beef, 3 bbls. tongues, 25 pails lard, 25 barrels pork, 25 casks oil meal, 2,373 bags nitrate soda, 720 barrels flour, 350 bbls. meal, 100 bbls. pork, 150 bxs. crack- ers, 100 bags pease, 50 half bbls beef, 50 bags bread, 300 bags corn, 1 hhd. 10 kegs tobacco, 150 boxes cheese, 50 cases matches, 5 carriages, 838 bbls. shooks, 125 casks oil meal.	19,000 00
			1	Trinidad	1,698 bbls. flour, 812 bbls. meal, 1,354 bbls. shooks, 6 bbls. 30	23,900 00
			2	Porto Rico		45,000 00
					21 hhd. 2,627 puns, 118 bbls. molasses, 222 hhd. 78 tes. 93 bbls. sugar, 24 bbls. 212 tes. arrowroot, 1,765 sheep skins, 202 calf skins, 766 galls, green tar, 1,427 bbls. whale oil, old metal.	\$134,693 65
					Ballast	
					Part inward cargo	
					Ballast	

1	St. Mary's.....	1	Baltimore.....	1	half bbls. beef, 50 bbls. 100 bags bread, 290 bbls. crackers, 150 bags oats, 200 bbls. 80 bags peas, 150 bbls. C. peas, 250 bxs cheese, 100 hds. 120 punc. oil meal, 50 bbls. pork, 122 cases matches, 550 pails lard, 800 bags corn, 141,600 ft. white pine.....	2,500 00	1	210 hds. 31 tes. 40 bbls. sugar, 30 punc. molasses, 11 kegs tamarinds.....	17,422 08
1	Boston.....	1	St. Domingo.....	1	81 bbls. flour, 665 bbls. herring, 38 bbls. meal, 625 bxs. candles, 800 boxes herring, 125 kegs butter, 1,000 bbls. shooks, 30 sheep.....	11,000 00	1	Ballast.....	.....
1	Demerara.....	1	Philadelphia.....	1	Ballast.....	.....	1	31 hds. 366 punc. 33 bbls. molasses.....	10,047 04
1	Port Stanley	1	New Bedford	1	1,600 bbls. whale oil.....	60,000 00	1	1,600 bbls. whale oil.....	60,000 00
2	St. Thomas.....	2	Montevideo.....	2	Ballast.....	.....	2	Ballast.....	.....
53	.....	53	.....	53	.....	559,600 00	53	.....	296,437 00
16	New York.....	13	New York.....	13	8,188 bbls. flour, 8,210 bbls. meal, 5,798 bbls. shooks, 380½ hf. bbls. beef, 9 hds. 16 tes. 43 kegs tobacco, 1,733 bags bread, 10 bbls. pilot bread, 1,803 bbls. 25 hf. bbls. crackers, 2,635 bbls. 500 bags peas, 167 bbls. S. peas, 935 bxs. cheese, 645 hds. oil meal, 100 casks oil cake, 225 kegs butter, 4 casks kerosene oil, 30 bbls. bay, 795 hds. 75 half bbls. port, 555 cases matches, 3,425 pails lard, 2 bbls. turpentine, 5 carriages, 394 bbls. potatoes, 10 tces. salmon, 3,250 bags corn, 10 horses, 800 sheep, 130 doz. pails, 255 doz. brooms, 100 bxs. herring.....	259,100 00	13	64 hds. 3,630 punc. 157 bbls. 80,289 galls. molasses, 541 hds. 29 tes. 63 bbls. sugar, 797 goat skins, 142 cow skins, 527 bbls. 33 hf. bbls. arrow-root, 419 bags cocoa, 50 bbls. tamarinds, old metal.....	162,533 33
		1	St. Kitts.....	1	588 bbls. flour, 75 bbls. pork, 498 bbls. meal, 150 bbls. crackers, 50 bbls. peas, 150 bags bread, 500 bags corn, 156 bags peas, 150 pails lard, 350 bbls. shooks.....	15,000 00	1	Ballast.....	.....

Quarter ended September 30, 1867.*

* Entered : 1 ship, 10 barks, 9 brigs, 4 schooners—24. Cleared : 1 ship, 9 barks, 8 brigs, 3 schooners—21, and 3 in port. Aggregate tonnage entered, 6,240. 53.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.	Value.		
BRITISH DOMINIONS. BARRADOES. <i>J. G. Morton.</i> Quarter ended September 30, 1867—Continued.										
	2	Philadelphia.....	1	Philadelphia.....	2	460 bbls. flour, 560 bbls. meal, 436 bbls. shoeks, 80 bbls. beef, 1 tierce tobacco, 250 bags 20 bbls. bread, 464 bbls. crack- ers, 210 bbls. 100 bags peas, 200 bxs. cheese, 94 hhds. oil meal, 68 bbls. pork, 94 cuses matches, 500 tins lard, 49 bbls. hoops, 3 carriages, 200 bbls. potatoes, 20 kegs nails, 40 doz. buckets, 43 doz. brooms, 100 bxs. herring.	\$33,000 00	2	In port.....	
					1	1,177 bbls. meal, 496 bbls. flour, 208 bbls. navy bread, 100 bbls. pilot bread, 360 bbls. crackers, 100 bags bread, 60 kegs but- ter, 25 firkins mill grease, 847 bbls. shoeks, 50 pails lard, 10 kegs nails.	20,000 00	1	341 hhds. and 1 tierce sugar ..	\$26,494 26
			1	Orchilla.....	1	677 bbls. flour, 54 bbls. meal, 169 bbls. crackers, 324 bbls. bread, 59 bbls. kerosene oil, 25 hf. bbls. beef, 10 hf. bbls. ox tongues, 200 bags corn, 138 casks oil cake, 100 pails lard, 50 kegs butter, 25 bxs. corn starch, 6 bags peas.	17,000 00	1	Ballast	
	1	Wilmington	1	Georgetown	1	210,000 shingles, 69 bbls. rosin, 10 bbls. tar.	800 00	1	44 hhds. 50 bbls. sugar, 61 pun. molasses.	4,464 71
	1	Calais, Maine....	1	Martinique	1	60,000 ft. white pine, 1,200 shin- gles, 10,000 pickets.	3,500 00	1	Part inward cargo	

2	Boston	1	Boston	1	853 bbls. flour, 500 bbls. meal, 50 bbls. pork, 30 bbls. pease, 250 bbls. herring, 80 bbls. mackerel, 379 bags corn, 400 sacks oats, 50 rails lard, 300 kegs butter, 300 bxs. herring, 40 bxs. cheese, 30 bxs. hams, 420 bundles cedar shingles, 20,000 cedar shingles, 735 bbls. shooks.	1	In port. Called for provisions. 198 bbls. pease, 50 pun. oil meal, 50 pun. oats.	24	24	1	233 hhds, 18 tes. 33 bbls. sugar, 256 pun. molasses, 83 bags cocoa, 10 kegs 4 hf. kegs tamarinds.	1	7,000 00 1,900 00 357,300 00	24	24	235,452 88
3	Boston	1	Boston	1	13 hhds tobacco, 17 bbls. flour, 40 bbls. beef, 39 bbls. tobacco, 90 bbls. bread, 40 hf. bbls. sugar 10 bales cotton goods, 203 bxs. tobacco, 8 cs. drugs, 10 hhds. tobacco, 9 bbls. flour, 18 bbls. pitch, 32 bxs. cheese, 17 hf. bxs. sugar, sundries.	1	7,622 00	1	8,229 00	1	8,229 00	1	7,622 00	1	8,229 00	8,229 00
1	New York	1	Cape de Verde	1	32 bales tobacco, 13½ cases tobacco, paints, 200 gallons kerosene oil, furniture, provisions, &c.	1	4,460 00	1	7,990 00	1	7,990 00	1	4,460 00	1	7,990 00	7,990 00
6	Goree	6	New York	6	18 hhds, 93 bales tobacco, 125,000 ft. plank, 20,000 goat skins, 1,166 hides, 18 bbls. sugar, 7 bbls. hams, 56 bbls. 4 cases cotton goods, 60 cases salt fish, 75 cases provisions, 20,000 ft. boards, 1,000 bbls. shingles, 914 bush. peanuts,	6	78,400 00	6	19,213 bush. peanuts, 30 bbls. corn meal, 16 bbls. bread, 9 bbls. fish, 3,000 feet plank, 440 hides.	6	19,213 bush. peanuts, 30 bbls. corn meal, 16 bbls. bread, 9 bbls. fish, 3,000 feet plank, 440 hides.	6	78,400 00	6	19,213 bush. peanuts, 30 bbls. corn meal, 16 bbls. bread, 9 bbls. fish, 3,000 feet plank, 440 hides.	15,326 00

* Entered and cleared, 4 barks. Aggregate tonnage entered, 878.

† Entered and cleared, 4 barks, 2 schooners.—6. Aggregate tonnage entered, 878.

BATHURST.

Thomas Brown.

Quarter ended December
31, 1866.*Quarter ended March 31,
1867.†

BELFAST. <i>G. H. Heap.</i> Quarter ended December 31, 1866. † Quarter ended March 31, 1867. § 3d and 4th quarters.....	1	St. John's, N. B.	1	Androssan.....	1	Lumber.....	1	Ballast.....	
	1	Liverpool.....	1	New York.....	1	General cargo.....	1	Taken to Liverpool for repairs.....	
		No arrivals.....						No departures.....	
		No reports.....							
BELIZE, (Honduras.) <i>A. N. Miller.</i> 1st and 2d quarters..... Quarter ended June 30, 1867. ||	6	New Orleans.....	6	New Orleans.....	1	Ballast.....			
	6		6		5	General cargo.....	15,000 00	General cargo.....	1,521 02
					6		15,000 00		1,521 02
	3	New Orleans.....	3	Belize.....	3	General cargo.....		General cargo.....	2,934 04
QUARTER ended September 30, 1867. ¶ BERMUDA. <i>C. M. Allen.</i> Quarter ended December 31, 1866.		No report.....							
	1	In port.....	1	San Francisco.....	1	Before reported.....		245 tons coal.....	1,470 00
	1	Galveston.....	1	Boston.....	1	817 bales cotton, &c.....	98,040 00	Inward cargo.....	98,040 00
	1	Mobile.....	1	In port.....	1	1,000 bales cotton, &c.....	120,000 00	In port.....	
Quarter ended March 31, 1867. **	1	Liverpool.....	1	Baltimore.....	1	700 tons merchandise.....	70,000 00	Inward cargo.....	70,000 00
	1	Portland.....	1	Hampton Roads.....	1	ballast.....		Ballast.....	
	1	New York.....	1	St. Croix.....	1	230 tons merchandise.....	40,000 00	Part inward cargo.....	39,000 00
	1	Malaga.....	1		1	400 tons raisins and lead.....	30,000 00	do.....	30,000 00
	1	Aspinwall.....	1		1	100 tons merchandise.....	5,000 00	do.....	3,000 00
	1	Indianola.....	1		1	167 bales cotton and ware.....	16,700 00	do.....	16,700 00
	1	Port-au-Prince.....	1		1	350 tons coffee and cotton.....	55,000 00	do.....	53,000 00
	1	Demerara.....	1		1	280 puncheons molasses.....	10,000 00	do.....	10,000 00
	1	London.....	1		1	11,000 tons merchandise.....	90,000 00	do.....	90,000 00
	12		12		12		534,740 00		415,210 00

* Entered: 1, (class not given.) Cleared: In port, 1. Tonnage entered, 898. † Entered and cleared: 2, (class not given.) Aggregate tonnage entered, 1,990.

‡ Entered and cleared: 1 brig. Tonnage entered, 444.94. § Entered: 1 ship. Tonnage entered, 1,417.36.

|| Entered and cleared: 5 steamers, 1 schooner—6. Aggregate tonnage entered, 1,951.80. ¶ Entered and cleared: 1 ship, 2 barks, 1 steamer, 4 brigs, 3 schooners—11, and 1 in port. Aggregate tonnage entered, 4,732.05.

** Entered: 1 ship, 2 barks, 5 brigs, 2 schooners, 1 steamer—11, and 1 in port. Cleared: 1 ship, 2 barks, 1 steamer, 4 brigs, 3 schooners—11, and 1 in port. Aggregate tonnage entered, 4,732.05.

Quarter ended March 31, 1867.	5	In port.....	2	Point de Galle.....	5	Before reported.....	17,000 00	5	Ballast.....
	1	Maulmain.....	2	Maulmain.....	1	443 tons teak timber.....	17,000 00	1	do.....
	1	Kurrachee.....	1	Akyab.....	1	Ballast.....	3,000 00	1	In port.....
	1	Boston.....	1	In port.....	1	{ 600 tons ice.....	1,000 00	1	do.....
	8		8	do.....	1	{ 15 tons tobacco.....	1,400 00	1	do.....
					1	{ 10 tons fruit.....	1,200 00		
					1	{ 20 tons oil.....			
Quarter ended June 30, 1867.†	8		8		8		23,600 00	8	
	2	In port.....	2	Not stated.....	2	Before reported.....		1	1,527 tons coir cotton and wool.
	1	Aden.....	1	Bombay.....	1	Ballast.....		1	Ballast.....
	1	Shields.....	1	In port.....	1	1,500 tons coal.....	30,000 00	1	1,500 tons cotton.....
	1	Liverpool.....	1	do.....	1	1,453 tons coal.....	21,000 00	1	In port.....
	1	Maulmain.....	1	do.....	1	400 tons timber.....	20,000 00	1	do.....
	6		6		6		71,000 00	6	
Quarter ended September 30, 1867.‡	3	port.....	1	Singapore.....	3	Before reported.....		3	Ballast.....
	1	Boston.....	1	Galle.....	1	200 tons gen'l cargo, 1,150 tons ice.....	80,000 00	1	200 tons general cargo.....
	1	Cardiff.....	1	Akyab.....	1	1,366 tons patent oil.....	17,000 00	1	
	5		5	do.....	5		97,000 00	5	
Quarter ended December 31, 1866.		No arrivals.....							No departures.....
Quarter ended March 31, 1867. **	1	New York.....	1	New York.....	1	General cargo.....	75,000 00	1	840 tons railroad iron.....
Quarter ended June 30, 1867.††	1	Matamoras.....	1	New York.....	1	4,949 boxes sugar.....	148,470 00	1	In port.....

* Entered: 2 barks, 1 brig, 4 schooners—7, and 1 in port. Cleared: 2 barks, 1 brig, 4 schooners—7, and 1 in port. Aggregate tonnage entered, 1,024.34.

† Entered: 1 bark, 1 brig, 2 schooners—4, and 1 in port. Cleared: 1 bark, 2 brigs, 1 schooner—4, and 1 in port. Aggregate tonnage entered, 714.79.

‡ Entered: 3 ships, 1 bark—4, and 6 in port. Cleared: 4 ships, 2 barks—6, and 4 in port. Aggregate tonnage entered, 3,891.

§ Entered: 1 bark, 2 ships—3, and 5 in port. Cleared: 5 ships, 1 bark—6, and 2 in port. Aggregate tonnage entered, 2,282.

|| Entered: 3 ships, 1 bark—4, and 2 in port. Cleared: 3 ships, 1 bark—3, and 3 in port. Aggregate tonnage entered, 3,632.

** Entered: 2 barks, and 3 in port. Cleared: 3 ships, 2 barks—5. Aggregate tonnage entered, 2,042.

†† Entered: 1 ship. Tonnage entered, 840.

BRISTOL.

Z. Eastman.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			INWARD.			OUTWARD.		
	ENTERED.		Where for.	No. of Vessels.	CLEARED.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
	No. of Vessels.	Where from.										
BRITISH DOMINIONS. BRISTOL. <i>Z. Eastman.</i> Quarter ended September 30, 1867. ^s	1	In port.....	New York.....	1		Before reported.....	1	Iron.....		1	Iron.....	
	2	St. John's.....	Newport.....	1		168 std. deals.....	1	Ballast.....	\$10,080 00	1	Ballast.....	
	1	Miranichi.....	In port.....	1		380 std. deals.....	1	In port.....	92,800 00	1	In port.....	
	1	Cronstadt.....	Cardiff.....	1		200 std. deals.....	1	Ballast.....	15,600 00	1	Ballast.....	
	1		do.....	1		200 std. deals.....	1	do.....	12,000 00	1	do.....	
	5			5					60,480 00	5		
CALCUTTA. <i>N. P. Jacobs.</i> Quarter ended December 31, 1866. ¹	9	In port.....	Boston.....	5		In port.....	9	General cargo.....		5	General cargo.....	\$271,973 44
	3	Liverpool.....	New York.....	4		Salt.....	3	do.....		4	do.....	103,293 92
	1	New York.....	In port.....	1		Ballast.....	1	In port.....		1	In port.....	
	5	Bombay.....	Boston.....	1		do.....	1	General cargo.....		1	General cargo.....	35,718 76
			New York.....	2		do.....	2	do.....		2	do.....	53,703 17
	1	Maulmain.....	In port.....	1		Teak timber.....	1	In port.....		1	In port.....	
	1	Melbourne.....	do.....	1		do.....	1	do.....	50,000 00	1	do.....	
			do.....	1		do.....	1	do.....		1	do.....	
	20			20			20		50,000 00	20		554,689 29
Quarter ended March 31, 1867. ⁺	9	In port.....	New York.....	4		Before reported.....	9	General merchandise.....		4	General merchandise.....	518,140 00
			Boston.....	4		do.....	4	do.....		4	do.....	104,238 00
			New Orleans.....	1		do.....	1	do.....		1	do.....	56,537 00
	2	Liverpool.....	Boston.....	1		3,820 tons salt.....	2	In port.....	10,000 00	1	In port.....	

Quarter ended June 30, 1867. §	1	Singapore.....	1	Sydney, N. S. W.....	1	Ballast.....	1	20 bales gunny bags.....	1	146,409 00
	2	Point de Galle.....	1	New York.....	2	do.....	1	50 hds. 24 cases castor oil.....	1	137,160 00
	5	Boston.....	1	In port.....	1	1,000 galls. kerosene oil, 21,000 feet pine lumber.....	1	In port.....	1	
			4	In port.....	1	General merchandise.....	4	In port.....	4	
	1	Madras.....	1	do.....	1	Unknown.....	1	In port.....	1	
Quarter ended September 30, 1867. ¶	1	Aden and Akyab.....	1	do.....	1	General merchandise.....	1	In port.....	1	
	21	.....	21	do.....	1	Ballast.....	1	do.....	1	1,022,244 00
	9	In port.....	5	New York.....	9	Before reported.....	5	General merchandise.....	5	
	2	Batavia.....	4	Boston.....	2	Ballast.....	4	do.....	4	545,588 00
Quarter ended December 31, 1866. ¶	1	Port Louis.....	1	In port.....	1	500 cans kerosene oil, 100 cans benzine.....	1	In port.....	1	
	1	Madras.....	1	In port.....	1	Ballast.....	1	In port.....	1	
	1	Boston.....	1	do.....	1	Ice and general cargo.....	1	do.....	1	
	14	.....	14	do.....	14		14		14	545,588 00
CAPETOWN. W. Graham.	3	In port.....	3	Boston.....	3	Before reported.....	3	General merchandise.....	3	288,566 02
	1	Galle.....	1	do.....	1	Ice, kerosene oil, and tobacco.....	1	do.....	1	125,213 89
	2	Liverpool.....	1	do.....	1	1,634 tons salt.....	1		1	
	1	Aden.....	1	New York.....	2	Ballast.....	1	General merchandise.....	1	96,691 32
	1	Boston.....	1	In port.....	1	do.....	1	In port.....	1	
Quarter ended December 31, 1866. ¶	1	Coconada.....	1	do.....	1	do.....	1	do.....	1	
	9	.....	9	Boston.....	9	do.....	9	do.....	9	510,471 23
	1	Whaling.....	1	Whaling.....	1	Oil.....	1	Inward cargo.....	1	
	2	New York.....	1	New York.....	1	Flour and sundries.....	1	Wool and skins.....	1	30,377 56
Quarter ended December 31, 1866. ¶	1	Boston.....	1	Coasting.....	1	Flour and oil.....	1	do.....	1	34,620 36
	1	San Francisco.....	1	Boston.....	1	Flour and petroleum.....	1	do.....	1	
				London.....	1	Lumber.....	1	General cargo.....	1	
	5	.....	5	.....	5		5		5	64,997 92

* Entered: 2 ships, 1 bark, 1 schooner—4, and 1 in port. Cleared: 2 ships, 1 bark, 1 schooner—4, and 1 in port. Aggregate tonnage entered, 2,732.

† Entered: 11 ships, and 9 in port. Cleared: 11 ships, and 9 in port. Aggregate tonnage entered, 11,084.

‡ Entered: 9 ships, 3 barks—12, and 9 in port. Cleared: 10 ships, 2 barks—12, and 9 in port. Aggregate tonnage entered, 11,553.

§ Entered: 5 ships, and 9 in port. Cleared: 10 ships, 1 bark—11, and 3 in port. Aggregate tonnage entered, 4,637.77.

|| Entered: 6 ships, and 3 in port. Cleared: 6 ships, and 3 in port. Aggregate tonnage entered, 6,146.66.

¶ Entered and cleared: 1 ship, 3 barks, 1 brig—5. Aggregate tonnage, 1,813.

2	Bordeaux.....	1	do.....	1	do.....	1	1,189 tons coal.....	3,567 00
2	Antwerp.....	1	In port.....	1	do.....	1	In port.....	4,350 00
2	Rotterdam.....	1	Wellington.....	1	do.....	1	1,450 tons coal.....	2,700 00
1	Hamburg.....	1	New Orleans.....	1	do.....	1	900 tons coal.....	42,150 00
3	Liverpool.....	1	Baltimore.....	1	do.....	1	1,405 tons iron.....	5,220 00
		1	Montevideo.....	1	do.....	1	1,740 tons coal.....	2,225 00
		1	do.....	1	do.....	1	775 tons coal.....	5,400 00
		1	Aden.....	1	do.....	1	1,800 tons coal.....	2,670 00
		1	Rio Janeiro.....	1	do.....	1	2,069 tons coal.....	42,900 00
1	Cromarty.....	1	In port.....	1	do.....	1	In port.....	2,688 00
1	Aberdeen.....	1	Baltimore.....	1	do.....	1	1,430 tons iron.....	
1	Havre.....	1	Manila.....	1	do.....	1	696 tons coal.....	
18		18	In port.....	18	do.....	18	In port.....	211,073 00
3	In port.....	3	Before reported.....	3	Before reported.....	3	Not reported.....	1,155 00
4	Havre.....	1	Ballast.....	1	Ballast.....	1	385 tons coal.....	1,887 00
		1	do.....	1	do.....	1	629 tons coal.....	
1	Rotterdam.....	2	do.....	2	do.....	2	In port.....	5,139 00
3	Antwerp.....	1	do.....	1	do.....	1	1,713 tons coal.....	5,045 00
		1	Montevideo.....	1	do.....	1	1,682 tons coal.....	2,962 00
		1	Callao.....	1	do.....	1	754 tons coal.....	1,470 00
		1	New York.....	1	do.....	1	490 tons coal.....	4,098 00
4	Liverpool.....	1	Havana.....	1	do.....	1	1,366 tons coal.....	93,060 00
		1	Montevideo.....	1	do.....	1	4,002 tons iron.....	
1	Hamburg.....	3	New York.....	3	do.....	3	In port.....	
2	Valencia.....	1	In port.....	1	do.....	1	do.....	114,117 00
18		2	do.....	2	do.....	2	do.....	
18		18	do.....	18	do.....	18	do.....	
	No reports.....							
2	In port.....	2	Before reported.....	2	Before reported.....	2	Ballast.....	
1	Sunderland.....	1	do.....	1	do.....	1	do.....	
1	Boston.....	1	1,627 tons coal.....	1	22,863 19	1	do.....	
		1	409 tons ice.....	1	19,795 60	1	28 kegs midsie, 2,135 pieces pine boards, 507 tons ice.	
4		4		4	42,658 79	4		

* Entered: 1 steamer, 2 barks, 1 brig, 3 schooners—7. Cleared: 1 steamer, 2 barks, 1 brig, 3 schooners—7, and 1 sold. Aggregate tonnage entered, 1,719.
† Entered: 1 steamer, 3 barks, 1 brig, 1 schooner—6. Cleared: 1 steamer, 1 bark, 1 brig—3, and 3 in port. Aggregate tonnage entered, 2,354.

‡ Entered and cleared: 2 schooners, 1 steamer—3. Aggregate tonnage entered, 2,365.

§ Entered: 13 ships, 4 barks, 1 brig—18. Cleared: 12 ships, 3 barks—15, and 3 in port. Aggregate tonnage entered, 16,291.

|| Entered: 5 barks, 10 ships—15, and 3 in port. Cleared: 4 barks, 6 ships, 3 class not given—13, and 5 in port. Aggregate tonnage entered, 13,737.

¶ Entered: 2 class not given, and 2 in port. Cleared: 4 class not given. Aggregate tonnage entered, 1,754.

Quarter ended March 31,
1867.]

3d and 4th quarters

GEYLON.

G. W. Prescott.

Quarter ended December
31, 1866.]

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.							
	ENTERED. No. of Vessels.	Where from.	CLEARED.		INWARD.		OUTWARD.				
			No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
BRITISH DOMINIONS.											
CEYLON.											
G. W. Prescott.											
Quarter ended March 31, 1867.*	1	Cardiff.....	1	Calcutta.....	1	{ 1,632 tons patent fuel..... 5 tons hoop iron.....	\$15,488 00 314 60	{ 1	Ballast.....		
	1		1		1			1			
Quarter ended June 30, 1867.†	1	Boston.....	1	Calcutta.....	1	500 tons ice.....	24,200 00	1	500 cases kerosene oil, 282 cases tobacco, 612 tons ice. In port.....		
Quarter ended September 30, 1867.‡	1	Shields.....	1	In port.....	1	680.1 tons coal.....	24,395 05	1			
COVES.											
T. Harting.											
Quarter ended December 31, 1866.§	3	Callao.....	{ 1 2	Rotterdam Hamburg.....	3	Guano.....	48,000 00	3	Inward cargo for orders.....		
	3		3		3			3			
Quarter ended March 31, 1867.||	1	New York.....	1	Bremen.....	1	Tobacco, cotton, &c.....		1	Inward cargo.....		
Quarter ended June 30, 1867.¶	1 6	Callao New York.....	1 6	Rotterdam Bremen.....	1 6	Guano General cargo.....	80,000 00	1 6	Inward cargo..... .....do.....		
	7		7		7		80,000 00	7			
Quarter ended September 30, 1867.**	4 2	New York..... Bremen.....	4 2	Bremen New York.....	4 2	General cargo ..........do.....			Inward cargo..... .....do.....		
	6		6		6						

COBOURG, DOMINION OF
CANADA.

E. S. Winans.

1st, 2d, and 3d quarters. -

[illegible]

DEMERARA.

P. Figgelmessy.

Quarter ended December
31, 1866.^{††}

[illegible]

*Entered and cleared: 1 bark. Tonnage entered, 844. 69.

Entered and Cleared: 2 ships. Tonnage entered, 514.65.
Entered: 1 ship. Cleared: —, and 1 in port. Tonnage entered, 1,199.69.

Entered and cleared: 1 steamer. Tonnage entered, 1,633.

** Entered and cleared: 6 steamers. Aggregate tonnage entered, 10,714.

Entered: 1 bark, 5 brigantines, 5 schooners—11, and 1 in port. Cleared

Entered and cleared: 1 ship. Tonnage entered, 1,128.

Entered and cleared : 1 ship. Aggregate tonnage entered, 3,453.
 Entered and cleared : 3 ships. Aggregate tonnage entered, 3,453.

¶ Entered and cleared: 1 ship, 6 steamers—7. Aggregate tonnage entered, 11,598.

†† Entered and cleared: 8 class not given. Aggregate tonnage entered, 1,530.27.

antines, 4 schooners—11, and 1 in port. Aggregate tonnage entered, 1,975.96.

1	In port.....	1	New York.....	1	Before reported.....	1	75 bbls. sugar, 222 casks molasses, 272 ox hides, 151 sheep skins. 69 hides, 200 bbls. sugar, 1,259 pun., 610 casks, 10 bbls., 12 bbls. molasses, 116 tons old iron, 5,100 lbs. copper, 3,200 lbs. brass, 50 cases brandy. Ballast.....	1	4,537 46 60,024 61
9	New York.....	7	.....do.....	9	2,836 barrels flour, 900 barrels meal, 2,731 bundles shooks 6 bbls, 20 bbls, lard oil, 31 bbls, 787 half bbls, beef, 19 bbls, 88 cases tobacco, 1,106 bbls, bread, 187 bbls, crackers, 220 bags blk-cy'd pease, 310 bags split pease, 344 bxs. cheese, 6 hlds, oil meal, 100 pails and 45 kegs butter, 430 cases kerosene oil, 122 bbls. hay, 1,000 ft. boards, 1,324 bbls, pork, 320 cases matches, 2,000 pails lard, 2 hlds, 6 bbls, 1 box glass ware, 5 bbls, pigs' feet, 416 bbls, 6,009 hoops, 24 half bbls, mackerel, 57 tcs, 1,020 hams, 1,753 bbls, potatoes, 16,000 red-oak, 24,000 white-oak, 2,325 staves, 750 bgs. corn, 6,132 rms. paper, 15 horses, 19 mules, 161 sheep, 259 bbls, 10 hf. bbls. mixed meats, 350 cases Fla. water, 363 doz. bkts, 10 doz. pails, 160 carboys acids, 50 bbls. vinegar, 120 bbls. pitch, 20 doz. brooms, 165 kegs ref'd sirup, 25 bbls. onions, 79 bbls. rosin, 500 bxs. herring, 62 blocks wh. pine, 14 oxen, 3 doz. chairs, 10 bbls. brimstone, 10 cases brandy, 21 cases, 6 bxs. furniture.	156,616 68	7	30 hlds. sugar, 56 pun. molasses.	4,643 50
1	Philadelphia.....	1	Philadelphia.....	1	274 bbls. flour, 150 bbls. corn meal, 23 bbls. yams, 300 bbls. split pease, 30 bbls. crackers, 10 bbls. lard, 200 bbls. potatoes, 50 bbls. pork, 10 bbls. beans, 102 bbls. bread, 50 half bbls. beef, 6 hlds. tobacco, 100 bxs. cheese, 800 bxs. soap, 300 tins lard, 50 doz. buckets, 50 bags bran, 50 bags mid'gs, 100 cans oil, 8 qr. cks. sh'y wine, 49 bgs. b. e. pease 58 kegs mill grease, 165,000 ft. pitch-pine lumber.....	25,000 00	1	305 bbls. 120 bbls. sugar.....	23,257 23
1	Fernandina.....	1	Baltimore.....	1	165,000 ft. pitch-pine lumber.....	5,362 50	1	Ballast.....	.....
2	Norfolk.....	1	St. Thomas.....	2	183,642 red-oak, 78,000 white-oak staves and heading.	12,293 68	2	.....	.....

* Entered : 4 barks, 7 brigantines, 3 schooners—14, and 1 in port. Cleared : 4 barks, 7 brigantines, 4 schooners—15. Aggregate tonnage entered 2,995, 82.

160 doz. brooms, 100 kgs. sir- up, 120 bbls. rosin, 1,400 bxs. herring, 8 oxen.	1	1	12,462 35	1	Ballast
400 bbls. flour, 100 bbls. pork, 100 bbls. bread, 50 bbls. corn meal, 25 bbls. crackers, 25 bbls. pease, 150 bbls. potatoes, 25 $\frac{1}{2}$ -bbls. beef, 200 bxs. can- dies, 5 bxs. tobacco, 50 bxs. cheese, 50 bxs. herring, 130 bgs. bran, 100 bgs. corn, 25 cases Florida water, 2 bhds. tobacco, 15,000 ft. white pine lumber.	1	1	30,000 00	1	do
300 bbls. flour, 314 bbls. pork, 300 bbls. potatoes, 100 bbls. bread, 125 bbls. crackers, 75 bbls. pease, 30 bbls. pitch, 10 bbls. oil, 10 bbls. tongues, 10 $\frac{1}{2}$ -bbls. 10 $\frac{1}{2}$ -bbls. pig pork, 20 $\frac{1}{2}$ -bbls. 20 $\frac{1}{2}$ -bbls. mixed meats, 12 bbls. 23 tcs. hams, 10 $\frac{1}{2}$ -bbls. beef, 194 bxs. cheese, 32 cases match boxes, 10 cases sirup, 16 cases chairs, 100 pails lard, 10 pails butter, 5 cases stoves, 2,034 reams paper, 50 carboys acid, 5 bbls. rosin, 4,600 staves, 500 bbls. flour, 300 bbls. bread, 325 bbls. meal, 100 bbls. pease, 10 bbls. lard oil, 160 bbls. 5 $\frac{1}{2}$ - bbls. 5 $\frac{1}{2}$ -bbls. 20 $\frac{1}{2}$ -bbls. pork, 6 bbls. beef, 50 $\frac{1}{2}$ -bbls. mixed meats, 2 tcs. hams, 500 pails lard, 200 bxs. candles, 200 bxs. cheese, 1,000 reams paper, 38 hams, 180 shoulders, 75 bags feed, 150 doz. pails, 250 bales hay, 4 bhds. tobacco, 200 bbls. shooks.	1	1	23,460 78	1	In port
846 bbls. flour, 255 bbls. corn meal, 50 bbls. pease, 100 bbls. bread, 300 bbls. potatoes, 78 bbls. crackers, 30 $\frac{1}{2}$ -bbls. beef, 10 tcs. hams, 50 doz. buckets, 50 doz. brooms, 433 lbs. corn, 99 bags bran, 100 bxs. cheese, 700 bxs. soap, 293 bbls. shoeks.	1	1	15,500 00	1	Ballast

* Entered: 3 barks, 6 brigantines, 7 schooners—16. Cleared: 3 barks, 5 brigantines, 7 schooners—15; in port, 1. Aggregate tonnage entered, 3,278.44.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	No. of Vessels.	ENTERED.	CLEARED.		INWARD.		OUTWARD.		
			No. of Vessels.	Where for.	No. of Vessels.	Description.		Value.	
BRITISH DOMINIONS.									
DEMARARA.									
<i>P. Figgelmessy.</i>									
Quarter ended September 30, 1867—Continued.	1	Boston	1	Boston	1	109 tons ice, 3,037 cabbages, 2,570 lbs. codfish, 10 kegs 200 jars butter, 50 baskets green pease, 20 bxs. herring, 10 kits salmon, 25 bbls. tar, 25 bbls. pitch, 35 doz. pails, 63 bbls. hay, 5 nests tubs, 1,070 shooks, 10 kegs sausage, 4 bbls. turpentine, 5 bbls. carrots, 1 bbl. beets, 12 turkeys, 2 bbls. oysters, 28 sheep.	\$4,880 00	500 bags peanuts.....	\$1,604 12
	13	.....	13	.....	13	.....	167,481 27	.....	124,772 14
DUBLIN.									
<i>W. B. West.</i>									
1st, 2d, 3d, and 4th quarters.	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	.....
DUNDEE.									
<i>J. Smith.</i>									
Quarter ended December 31, 1866.	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	.....
2d, 3d, and 4th quarters.	.....	No arrivals .....	.....	.....	.....	.....	.....	No departures .....	.....

EAST HARBOR. <i>E. Jones.</i>	16	Windward Islands	16	United States	16	Ballast	16	Salt	50,733 62
	1	Barbadoes	1	Philadelphia	1	Ballast	1	9,100 bushels salt	1,185 50
	1	Grand Turk	1	Inagua	1	Flour, &c	1	Ballast	1,318 74
	1	do	1	Baltimore	1	Lumber	1	5,389 bush. salt, metal, wood	1,318 74
	2		2		2		2		1,318 74
Quarter ended September 30, 1867. ⁵	1	St. Croix	2	Philadelphia	3	Ballast	10	78,183 bushels salt	9,724 96
	4	St. Thomas	2	Boston	8	Provisions and lumber		533½ tons Braziletta wood	815 75
	2	Grand Turk	2	New York				25 tons old iron	425 00
	1	Boston	2	Baltimore					
	1	Stockton	1	Newport			1	Ballast	
FALMOUTH. <i>A. Fox.</i>	1	San Air		Hampton Roads					
	1	New York	1	Cuba					
	11		11				11		10,965 71
		No arrivals						No departures	
Quarter ended September 30, 1867.¶	1	London	1	Philadelphia	1	Chalk and iron	1	Chalk	
	1	Akyab	1	Antwerp	1	1,900 tons rice	1	Inward cargo	
	1	Bassien	1	Bremen	1	— rice	1	do	
	3		3				3		
GIBRALTAR. <i>H. J. Sprague.</i>	4	New York	1	Valencia	1	Tobacco, staves, and petroleum	1	Staves and petroleum	
			2	Trieste	3	Petroleum	3	Petroleum	
			1	Naples					

* Entered and cleared: 6 schooners, 9 brigs, and 1 bark—16. Aggregate tonnage entered, 2,973.
 † Entered and cleared: 1 schooner. Tonnage entered: 234 40-100.
 ‡ Entered and cleared: 2 schooners. Tonnage entered, 243 15-100.
 § Entered and cleared: 3 schooners, 7 brigs, and 1 bark—11. Aggregate tonnage entered, 1,984.
 ¶ Entered and cleared: 1 bark and 2 ships—3. Aggregate tonnage entered, 2,381.
 ¶ Entered: 1 ship, 10 barks, 3 brigs, and 1 schooner—15. Cleared: 1 ship, 9 barks, 3 brigs, and 1 schooner—14; in port, 1—3. Aggregate tonnage entered, 6,541 70-100.

Navigation and commerce of the United States with foreign countries.—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	No. of Vessels.	Where from.	No. of Vessels.	CLEARED.		INWARD.	OUTWARD.
				Where for.	No. of Vessels.	Description.	Description.
BRITISH DOMINIONS. GIBRALTAR. <i>H. J. Sprague.</i> Quarter ended December 31, 1866—Continued.	3	Philadelphia.....	1	Venice.....	3	Petroleum.....	Petroleum.....
			1	Leghorn.....			
			1	Trieste.....			
	2	New Orleans.....	1	Cette.....	2	Staves.....	Staves.....
			1	In port.....	2	do.....	In port.....
	2	Boston.....	2	Port Mahon.....		Guanos.....	Staves.....
	2	Callao.....	2	Valencia.....		Fruit, &c.....	Guanos.....
	1	Messina.....	1	Boston.....	1	Wine, fruit, &c.....	Fruit, &c.....
	1	Alicante.....	1	New York.....	1		Wine, fruit, &c.....
	15		15				
Quarter ended March 31, 1867.*	2	New York.....	1	Marseilles.....	1	Petroleum.....	Inward cargo.....
			1	Malta.....	1	General cargo.....	Part inward cargo.....
	2	Philadelphia.....	1	Marseilles.....	2	Petroleum.....	Inward cargo.....
			1	Genoa.....			
	1	Boston.....	1	Trieste.....	1	General cargo.....	do.....
	2	New Orleans.....	1	Malaga.....	2	Staves and cotton.....	do.....
			1	Genoa.....	1		do.....
	1	Palermo.....	1	New York.....		Fruit.....	do.....
	9	Messina.....	3	Philadelphia.....	9	Sulphur and fruit.....	do.....
			1	New Orleans.....			
			5	New York.....			
			1	do.....	1	do.....	do.....
	1	Catania.....	1	New Orleans.....	1	General cargo.....	do.....
	1	Marseilles.....	1	Callao.....	1	Guanos.....	do.....
	1	Callao.....	1	Valencia.....	1	Salt.....	do.....
	1	Trapani.....	1	Boston.....			
	21		21				

Quarter ended June 30, 1867,†	1	In port.....	1	Boston.....	1	Before reported. Tobacco and petroleum. Ballast.....	1	Corkwood and corks. Ballast In port.....	\$2,344 18
	2	New York.....	1	In port.....	1	Ballast.....	1	Inward cargo.....	
	2	Philadelphia.....	1	Barcelona.....	2	Petroleum.....	2	.....do.....	
	5	Messina.....	3	Genoa.....	5	Fruit and brimstone.....	4	In port.....	
	1	Trapani.....	1	Philadelphia.....	1	Salt.....	1	Inward cargo and corks.....	1,149 38
	1	Sicily.....	1	Boston.....	1	Sulphur.....	1	.....do.....	
	1	Genoa.....	1	New York.....	1	General cargo.....	1	.....do.....	
	1	Castelmare.....	1	Philadelphia.....	1	Fruit.....	1	.....do.....	
	1	Marseilles.....	1	New York.....	1	General cargo.....	1	.....do.....	
	1	Smyrna.....	1	.....do.....	1	Wool, &c.....	1	.....do.....	
	6	Callao.....	5	Boston.....	6	Guanos.....	6	.....do.....	
	1	Barcelona.....	1	Valencia.....	1	Ballast.....	1	In port.....	
	23		23	In port.....	23		23		3,493 46
Quarter ended September 30, 1867,‡	3	New York.....	3	Malaga.....	3	Tobacco, petroleum, and staves.	3	Part inward cargo.....	
	2	New Orleans.....	1	Valencia.....	2	Staves.....	2	Inward cargo.....	
	1	Philadelphia.....	1	Barcelona.....	1	Petroleum.....	1	.....do.....	
	3	Callao.....	3	Valencia.....	3	Guanos.....	3	Inward cargo, almonds, &c.....	6,785 92
	1	Alicante.....	1	New York.....	1	Wines, &c.....	1	Inward cargo.....	
	1	Trapani.....	1	Boston.....	1	Salt.....	1		
	11		11		11		11		6,785 92
Quarter ended December 31, 1866.	No arrivals.....	No arrivals.....						No departures.....	
2d and 3d quarters.....	No arrivals.....	No arrivals.....						No departures.....	
Quarter ended September 30, 1867,§	1	Richabucto.....	4	Cardiff.....	4	Deals and timber.....	4	Ballast.....	
	2	St. John's.....							
	1	Southwick.....							
	4		4		4		4		

* Entered and cleared: 1 ship, 7 barks, 12 brigs, and 1 schooner—21. Aggregate tonnage entered, 8,267.45.

† Entered: 1 steam yacht, 8 ships, 10 barks, and 3 brigs—25; 1 in port. Cleared: 8 ships, 9 barks, and 3 brigs—20; 3 in port. Aggregate tonnage entered, 13,815.19.

‡ Entered and cleared: 4 ships, 3 barks, and 4 brigs—11. Aggregate tonnage entered, 6,920.50.

§ Entered and cleared: 3 ships and 1 schooner—4. Aggregate tonnage entered, 2,583 tons.

HALIFAX. M. M. Jackson.	Quarter ended December 31, 1866.†	7 Boston	7 Prince Edward I. Portland	7 Boston Portland	7 Prince Edward I. Portland	7 Flour and American productions Fish, provisions, &c. General cargo and flour	153,500 00 134,000 00 227,500 00	7 Flour and American produce. Fish, pork, and produce. Fish, oil, molasses, sugar, and sheepskins. In port. Fish. Ballast. do	129,000 00 157,000 00 46,000 00 6,500 00
		1 Frankfort	1 New York	1 In port	1 Bricks	500 00	1 Fish	1 Ballast	338,500 00
		1 Sydney, C. B.	1 St. John's, N. B.	1 St. John's, N. B.	1 Ballast	500 00	1 Fish	1 Ballast	338,500 00
		1 St. John's N. F.	1 Boston	1 Boston	1 do	500 00	1 do	1 do	338,500 00
		29	29	29	29	515,500 00	29		338,500 00
		1 Cov Bay	1 New York	1 New York	1 Coal	1,500 00	1 Ice, fish, oats, &c.	1 Ice, fish, oats, &c.	900 00
		6 Portland	6 Portland	6 Portland	6 Flour, wheat, butter, &c.	131,250 00	6 Fish, sugar, oils, skins	6 Fish, sugar, oils, skins	38,978 00
		7	7	7	7	132,750 00	7	7	39,878 00
		13 Portland	13 Portland	13 Portland	13 Flour, wheat, malt, lard, hams, bacon, pork, ale, apples, to- bacco, agricultural imple- ments, and general cargo.	271,350 00	10 Cod oil, fish, ginger, molasses, sugar, horse hides, empty bags, leather, &c.	10 Cod oil, fish, ginger, molasses, sugar, horse hides, empty bags, leather, &c.	40,750 00
		7 Boston	7 Prince Edward I.	7 Prince Edward I.	7 Flour, hams, tobacco, butter, boots, shoes, ducks, twine, onions, general cargo, Ameri- can production.	113,830 00	3 Ballast	3 Ballast	66,760 00
		4 Prince Edward I.	4 Boston	4 Boston	4 Oats, eggs, fish, &c	34,258 00	4 Oats, eggs, fish, &c	4 Oats, eggs, fish, &c	19,801 00
		2 Rockland	2 Lingan	2 Lingan	2 2,150 bbls. lime	2,150 00	2 Ballast	2 Ballast	
		1 Camden	1 do	1 do	1 658 bbls. lime	700 00	1 do	1 do	
		27	27	27	27	422,288 00	27	27	127,311 00
		No report	No report	No report	No report				
		No reports	No reports	No reports	No reports				
		1st, 2d, and 3d quarters.	1st, 2d, and 3d quarters.	1st, 2d, and 3d quarters.	1st, 2d, and 3d quarters.				

* Entered and cleared: 1 bark and 1 steamer—2. Aggregate tonnage entered, 794.
 † Entered and cleared: 2 barks, 2 schooners, and 3 propellers—7. Aggregate tonnage entered, 2,355.
 ‡ Entered and cleared: 25 steamers, 1 brig, 3 schooners—29. Cleared: 24 steamers, 1 brig, 3 schooners—28, and 1 in port. Aggregate tonnage entered, 1,584.
 § Entered and cleared: 6 steamers, 1 schooner—7. Aggregate tonnage entered, 4,474.50.
 ¶ Entered and cleared: 23 steamers, 4 schooners—27. Aggregate tonnage, 71,188.

HAMILTON.

J. B. Jones.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS. HAMILTON. <i>J. B. Jones.</i> Quarter ended September 30, 1867.*	1	Erie.....	1	Oswego.....	1	320 tons coal.....	\$2,560 00	136,000 feet lumber.....	\$1,566 20
	1	Cleveland.....	1	Coburg.....	1	412 tons coal.....	3,296 00	Ballast.....	
	3	Oswego.....	1	Toledo.....	1	257 tons coal.....	2,056 00	do.....	
	5		2	Hamilton.....	1	88 tons coal.....	704 00	3,986 06-36 bush, barley malt.....	2,830 16
					1	87 tons merchandise.....	1,000 00	3,464 bush, barley malt.....	2,771 20
			5		5		9,616 00		7,167 56
HAMILTON, (BERMUDA.) <i>J. T. Darrell.</i> 1st and 2d quarters.....		No reports.....							
	4	New York.....	4	New York.....	4	400 tons and 1,000 bbls. general merchandise.....	17,500 00	3,200 bbls. potatoes and onions.....	21,000 00
	1	Mobile.....	1	Philadelphia.....	1	547 bales cotton.....	80,000 00	Inward cargo.....	80,000 00
	5	Baltimore.....	5	Whaling.....	4	1,500 tons coal.....	6,600 00	In port.....	
Quarter ended June 30, 1867.†	1	Whaling.....	1	Whaling.....	1	720 bbls. oil.....	34,100 00	380 bbls. oil.....	15,400 00
	1	Boston.....	1	Boston.....	1	100 tons general merchandise.....	4,000 00	Ballast.....	
	1	Jacksonville.....	1	New York.....	1	86,000 feet lumber.....	1,720 00	1,500 bbls. potatoes and onions.....	4,500 00
	13		13		13		143,920 00	800 bbls. potatoes and onions.....	2,500 00
Quarter ended September 30, 1867.‡	1	In port.....	1	San Juan do Sul.....	1	Before reported.....		1,000 tons coal.....	6,600 00
	1	Bath.....	1	Jacksonville.....	1	110,000 feet lumber.....	3,000 00	Ballast.....	

8	Whaling	6	Whaling	8	650 bbls. oil	36,500 00	1	120 bbls. oil	7,500 00
10	In port	2	In port	10	Before reported	39,500 00	2	In port	14,100 00
14	In port	3	In port	14	Before reported		3	In port	
		2	Yokohama				11	General cargo, &c	
		3	Singapore						
		3	San Francisco						
		1	Manila						
		1	Bangkok						
		2	Whampoa						
		2	Shanghai						
		2	Whampoa						
		1	In port						
		1	Whampoa						
		1	Manila						
		2	In port						
		2	Shanghai						
		2	New York						
		1	Bangkok						
		1	In port						
		1	Amy						
		1	Yokohama						
		1	Nagasaki						
		1	Put back						
		1	Newcastle						
		1	Singapore						
34		34		34			34		
10	In port	1	Shanghai						
		2	Whampoa						
		2	San Francisco						
		2	Saigon						
		1	Fuechow						
		1	Yokohama						
		1	In port						
		1	Manila						
		1	do						
1	Baltimore	1		1	Coals		1	General cargo	
2	Boston	1		2	Ice		1	Ballast	
		1	In port				1	In port	

Quarter ended March 31,
1867. ||

* Entered and cleared: 5 schooners. Aggregate tonnage entered, 653.42.

† Entered: 2 barks, 1 brig, 10 schooners—13. Cleared: 1 bark, 1 brig, 10 schooners—12, and 1 in port.

‡ Entered: 7 schooners, 1 brig, 1 bark—9 and 1 in port. Cleared: 1 ship, 6 schooners, 1 brig—8, and 2 in port.

§ Entered: 7 steamers, 8 ships, 3 barks, 2 schooners—20, and 14 in port. Cleared: 6 steamers, 12 ships, 3 barks, 2 schooners, 1 brigantine—24, and 10 in port.

|| Entered: 6 steamers, 14 ships, 8 barks, 1 brig—29, and 10 in port. Cleared: 7 steamers, 13 ships, 8 barks, 1 brig—29, and 10 in port.

Aggregate tonnage entered, 2,854.54.

Aggregate tonnage entered, 1,026.38.

Aggregate tonnage entered, 21,559.

Aggregate tonnage entered, 28,478.

HONG-KONG.

I. J. Allen.

Quarter ended December
31, 1866. §

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			VESSELS.		
	ENTERED.		Where for.	INWARD.		OUTWARD.			Value.
	No. of Vessels.	Where from.		No. of Vessels.	Description.		No. of Vessels.	Description.	
BRITISH DOMINIONS. HONG-KONG. <i>I. J. Allen.</i> Quarter ending March 31, 1867—Continued	4	Whampoa.....	2 Yokohama	2	General merchandise.....	General merchandise.....	2	General merchandise.....	.....
	1	Manila	1 San Francisco	1	do	do	1	do .....	.....
	3	Bangkok	1 In port	1	do	do	1	do .....	.....
	3	New York.....	1 San Francisco	3	Hemp	Ballast	1	Ballast .....	.....
			2 Whampoa	3	Rice	General cargo	1	General cargo .....	.....
			1 Shanghai	3	General cargo and coals.....	In port	2	In port .....	.....
			1 Whampoa	1	do	Ballast	1	Ballast .....	.....
	1	Nagasaki	1 In port	1	do	In port	1	In port .....	.....
	1	Sydney	1 In port	1	Coals	Ballast	1	Ballast .....	.....
	5	Yokohama	1 Shanghai	1	General cargo	Ballast	1	Ballast .....	.....
Quarter ended June 30, 1867.*		Saigon	1 Saigon	5	Rice	General cargo	4	General cargo .....	.....
			1 Yokohama	2	General cargo	In port	1	In port .....	.....
			1 Whampoa	2	General cargo	Ballast	2	Ballast .....	.....
	2	San Francisco	2 Yokohama	4	do	do	3	do .....	.....
	4	Shanghai	2 Shanghai	1	Timber and ratans.....	In port	1	In port .....	.....
	1	Singapore	1 In port	1	do	do	1	do .....	.....
	39		39	39			39		.....
								
	10	In port	1 In port	10	Before reported.....	In port	1	In port .....	.....
			3 San Francisco	1	General cargo	General cargo	9	General cargo .....	.....

5	Singapore	1	Singapore Nagasaki Canton	5	General cargo, rice, and timber.	}	4	General cargo In port.....
6	San Francisco ...	1	Ningpo	6	General cargo, flour, &c	}	5	General cargo In port.....
		1	In port					
		1	Saigon					
		1	Puget Sound					
4	New York.....	1	Whampoa	4	General cargo, coal, &c.....	}	3	Rice, sugar, &c.. In port.....
		1	Yokohama					
		1	Manila					
		1	In port.....					
3	Canton.....	3	Shanghai.....	3	General cargo	}	2	Ballast
		1	Manila					
		1	Shanghai					
		1	Bangkok					
10	Shanghai.....	9	New York	10	Sugar, &c	}	7	General cargo
		1	Whampoa					
		1	Penang					
		3	Saigon					
2	Newchwang	1	Hakodadi	2	Rice, &c.....	}	1	General cargo
		1	Foochow					
		1	Amoy					
		1	Manila					
1	Nagasaki.....	1	In port.....	1	Pease and beans	}	1	General cargo
		1	Bangkok					
		1	In port.....					
		1	Pellow Island					
49	49	49	49
6	In port.....	13	Shanghai	6	Before reported	}	13	General cargo
		7	New York					
		9	Shanghai					
		6	Whampoa					
1	Ladrone islands.	4	Manila	5	General cargo and ballast	}	6	General cargo and ballast
		1	Whampoa					
		2	Bangkok					
		1	Amoy					
2	Singapore	1	Batavia	2	General cargo, &c	}	2	Ballast
		1	Boston					
		1	Yokohama					
		1	Sold					
7	San Francisco	1	General cargo	7	General cargo and treasure	}	1	General cargo and passengers
		1	Bangkok					
		1	Yokohama					
		1	Sold					
2	Yokohama	1	General cargo	2	Ballast	}	1	Sold
		1	General cargo					
		1	General cargo					
		1	Sold					
41	41	41	41
No arrivals								
No departures								

Quarter ended September
30, 1867.

HULL.

H. J. Atkinson.

1st, 2d, and 3d quarters.....

* Entered: 16 steamers, 6 ships, 13 barks, 1 barkentine, 1 brig, 2 schooners—39, and 10 in port. Cleared: 16 steamers, 12 ships, 12 barks, 1 barkentine, 1 brig, 1 schooner—43, and 6 in port. Aggregate tonnage entered, 38,625.
† Entered: 15 steamers, 15 ships, 4 barks, 1 brig—35, and 6 in port. Cleared: 16 steamers, 8 ships, 5 barks—29, 1 sold, and 11 in port. Aggregate tonnage entered, 34,412.

Quarter ended March 31, 1867,†				Quarter ended June 30, 1867,§			
1	Narassa.....	1	Philadelphia.....	1	500 tons guano.....	1	500 tons guano.....
1	St. Thomas.....	1	In port.....	1	In port.....	1	In port.....
2	Philadelphia.....	2	do.....	2	do.....	2	do.....
1	Antigua.....	1	do.....	1	do.....	1	do.....
9		9		9		9	
4	In port.....	4	New York.....	3	General cargo.....	3	General cargo.....
1	Santa Cruz.....	1	Old Harbor.....	1	Ballast.....	1	Ballast.....
1	Machias.....	1	Philadelphia.....	1	Oranges, &c.....	1	Oranges, &c.....
1	Inagua.....	1	New Orleans.....	1	Pimento.....	1	Pimento.....
2	Wilmington, N. C.....	2	Inagua.....	1	Salt, ale, flour, &c.....	1	Salt, ale, flour, &c.....
3	New York.....	3	do.....	2	200 tons logwood, coffee, &c.....	2	200 tons logwood, coffee, &c.....
2	New Orleans.....	2	Greystown.....	1	Logwood, &c.....	1	Logwood, &c.....
1	Philadelphia.....	1	Gd. Caymans.....	1	230 passengers.....	1	230 passengers.....
1	Mobile.....	1	New Orleans.....	1	Part inward cargo.....	1	Part inward cargo.....
16		16	Philadelphia.....	2	Oranges, &c.....	2	Oranges, &c.....
2	Boston.....	2	Manzanilla.....	1	Logwood, &c.....	1	Logwood, &c.....
			Cienfuegos.....	1	Oranges, &c.....	1	Oranges, &c.....
				1	476 tons ice.....	1	Ballast.....
				1	426 tons ice; 1,100 bxs. candles.	1	do.....

* Entered and cleared: 1, class not given. Tonnage entered, 551.
† Entered: 2 brigantines, 6 schooners—8, and 1 in port. Cleared: 2 brigantines, 2 schooners—4, and 5 in port. Aggregate tonnage entered, 1,420.
‡ Entered: 1 steamer, 3 brigantines, 8 schooners—14, and 4 in port. Cleared: 1 steamer, 4 brigantines, 11 schooners—16. Aggregate tonnage entered, 3,743.
§ Entered and cleared: 1 bark, 2 brigs, 4 schooners—7. Aggregate tonnage entered, 1,348.

[illegible]

* Entered and cleared: 3 steamers, 1 brig, 1 schooner—5. Aggregate tonnage entered, 3,244.60.

Entered and cleared: 9 steamers, 1 brig, 1 schooner—3. Aggregate tonnage entered, 3,244,000. Entered and cleared: 23 schooners, 2 brigs, 2 barks—27. Aggregate tonnage entered, 6,066,34.

† Entered and cleared, 20 schooners, 2 briggs, 2 barkes—27. Aggregate tonnage 1,000.

1 Entered and cleared, 43; class not given. Aggregate tonnage not reported.

Entered : 36 ships, 5 barks, 1 brig, 3 steamers—45, and 29 in port. Cleared : 42 ships, 2 barks, 1 brig, 3 steamers—48, and 26 in port. Aggregate tonnage entered, 53,816.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.		
	ENTERED.		Where for.	INWARD.		OUTWARD.
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Description.
BRITISH DOMINIONS. LIVERPOOL. <i>T. H. Dudley.</i> Quarter ended December 31, 1866—Continued.	3	St. John's	1	29	Before reported	General cargo
	2	New River	1		New Orleans	do
	15	New York	4		Boston	do
			2		Cardiff	Ballast
			1		Baltimore	General cargo
			1		Mobile	Coal
			1		In port	In port
			2		Philadelphia	General cargo and coal
			1		Callao	
			1			
	2	New River	1	2	99,369 pcs. deals and battens	1
	15	New York	1		14,209 pcs. boards, 8,323 pcs. scantling, 14,332 pcs. ends, and 55,000 pcs. palings.	1
			1		34,854 pcs. deals and battens, &c.	1
			1		10,825 pcs. palings, 35,077 pcs. deals.	1
			1		9,530 bales cotton, 1 pkge	1
			1		245 bbls. hog's hair, 17 pkgs. scrap steel, 7 pkgs. 969 blnds. to-lacco, 116.8 M. bhd. staves, 11,166 bags, 243,320 bush. corn, 7,676 bbls. rosin, 10 cks. 558 boxes, 1,294 pkgs. clocks, 7 kettles, 4 cases spokes, 1 pkge. hardware, 5 cases dry goods, 1 box 93 bales rags, 670 bbls. shoe pegs, 399 sacks oil cake, 1,500 sacks flour, 800 cases sawing machines, 19 casks scrap iron, 35 empty glass cans, 16 bales woollen rags, 700 bbls. tar, 51 bags ore, 6,757 bags oil cake, 282 bags, 207 crutches	1
			7	15		Salt
			8			In port
						General cargo
						In port

1	Mobile	1	San Francisco ..	1	3201 bales cotton .....	.....	1	Coal .....	.....
4	Charleston	1	Glasgow	4	9,160 bales 64 bgs. cotton;	.....	1	Ballast .....	.....
		3	In port		2,046 bbls. rosin; 1 bx. silver-	.....	3	In port .....	.....
					plate; 1 bbl. corn meal.	.....		
7	New Orleans	7	Cienfuegos		773 hhd. tobacco; 14,620 bales	.....	1	Coal .....	.....
		1	New Orleans		5 bgs. cotton; 8,400 pes. claret	.....	1	Salt .....	.....
		1	Philadelphia		staves; 3,615 pipe staves;	.....	2	General cargo .....	.....
		1	Boston		2,400 pes. staves; 4,200 pes.	.....	3	In port .....	.....
		3	In port		hhd. staves; 1 bx. books;	.....		
					mahogany, 11 bbls. flour,	.....		
					46,800 pes. hhd. staves, 3 cases	.....		
					merchandise, 27 bbls. oil, 250	.....		
					bbls. oil cake, 33 bales, 52	.....		
					bx. clothes pins; 11 cases	.....		
					104 bxs. manufactured to-	.....		
					bacco; 11 hhd. leaf 95 hhd.	.....		
					stripped tobacco; 451 pieces	.....		
					pine timber; 322 logs oak; 39	.....		
					casks ashes; 1 bbl. lard; 3	.....		
					bales cotton waste; 1 box pre-	.....		
					served fruit; 1 bbl. cracked	.....		
					corn; 188 pieces B. I. maple;	.....		
					21,573 bush. pease; 2,247 bags	.....		
					barley; 21 bbls. hoops; 2	.....		
					water casks; 6 cks. heads; 6	.....		
					cans; 2 chain cables; 32 na-	.....		
					ple logs; 13 cases hogs' hair;	.....		
					1 lot steel type; 5 pkgs. bar-	.....		
					ley; 138 bags horn waste;	.....		
					32,920 bush. oats; 2,500 hand-	.....		
					spikes; 2,290 billets; 126,532	.....		
					bush. barley; 1 billiard-table;	.....		
					62 bbls. shooks; 500 boxes	.....		
					starch; 27 M. hhd. staves;	.....		
					2,325 oars; 19 logs zebra	.....		
					wood; 25 bbls. rags; 415 bbls.	.....		
					copper ore; 2 bags cotton;	.....		
					3,494 bags oats; 320 hhd.	.....		
					tallow; 1 broken cast-steel	.....		
					tire; 25 bbls. engravers' mud;	.....		
					3 bbls. spokes; 57 bales rags;	.....		
					150 bbls. pipe clay; 230 empty	.....		
					cans; 1,672 logs cedar; 1,198	.....		
					bags saltpetre; 2,055 boxes	.....		
					cheese; 10 M. staves; 1 bbl.	.....		
					4 cases brooms; 101 barrels	.....		
					spirits; 10 bbls. 5 boxes roots	.....		
					and herbs; 9,751 bags wheat;	.....		
					100 bbls. spirits turpentine;	.....		
					282 packages woodenware.	.....		

1	Portland	1	In port.	1	26,856 pes. deals; 818 pes. deal ends; 19,950 pes. palings.	1	In port.
2	San Francisco	2	do	2	33,134 sks. wheat; 146 sks. barley.	2	do
2	Savannah	2	do	2	4,637 bales, 116 bgs. cotton; 1 bx. books; 3 cases returned goods.	2	do
1	Queensdown	1	do	1	2,669 qrs. Indian corn.	1	do
1	Manila	1	do	1	23 cs. cigars.	1	do
1	Santander	1	do	1	Flour	1	do
74		74		74		74	
26	In port.	26		26	Before reported.	26	
19	New York	19		19	31,845 bales cotton; 281 hhds. tobacco; 329,987 bush. corn; 28,339 bush. wheat; 78,476 bush. barley; 36,368 bush. oats; 7,644 bgs. rye; 890 bgs. peas; 5,798 bgs. corn; 409 bgs. wheat; 400 bbls. beans; 3,184 bgs. barley; 58 6-10 M pipe staves; 190,560 hhd. staves; 4,160 claret staves; 4½ gross hhd. staves; 2 bxs. beeswax; 10,904 bgs. oil cake; 333 bbls., 1,640 bgs. linseed cake; 349 bbls. oil cake; 413 sks. cotton seed cake; 928 hhds, 374 bbls. tallow; 615 sks. oil cake; 20 cks. whale-oil hoops; 100 bbls. oil; 2 bbls. beeswax; 1 bale silk waste; 208 bales rags; 235 bbls. gun barrels; 169 empty glass cases; 5,707 bxs. cheese; 1,068 bbls. ground bone; 1,874 tea, beef; 22 cases, contents unknown; 125 cases condensed milk; 600 cases brandy; 100 cases machines, &c.; 72 pkgs., 519 bxs. clocks;	19	
2	Aden	2	Aden	2	General cargo and coal.	2	General cargo and coal.
4	Baltimore	4	Baltimore	4	General cargo	4	General cargo
12	New Orleans	12	New Orleans	12	General cargo and salt	12	General cargo and salt
2	Charleston	2	Charleston	2	do	2	do
1	Bombay	1	Bombay	1	do	1	do
1	Buenos Ayres	1	Buenos Ayres	1	General cargo and coal.	1	General cargo and coal.
1	Boston	1	Boston	1	do	1	do
1	Havana	1	Havana	1	do	1	do
9	New York	9	New York	9	do	9	do
1	Newport	1	Newport	1	Ballast	1	Ballast
1	Cardiff	1	Cardiff	1	do	1	do
8	In port.	8	In port.	8	In port.	8	In port.

Quarter ended March 31,
1867.*

* Entered: 60 shi s 12 barks, 1 brig, 3 steamers—76, and in port 26. Cleared: 57 ships, 11 barks, 2 steamers—70, and in port 32. Aggregate tonnage entered, 86,611.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	No. of Vessels.	Where from.	No. of Vessels.	CLEARED.		INWARD.		OUTWARD.	
				No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.
BRITISH DOMINIONS.									
LIVERPOOL.									
T. H. Dudley.									
Quarter ended March 31, 1867—Continued.									
	4	San Francisco ..	1 2 1	Boston New York In port.....	4	128 pkgs. wood-ware; 5,061 bbls. rosin; 74 pkgs. ashes; 800 handspikes; 353 bbls. cot- ton seed; 408 cases sewing machines; 65 bales wool; 8 pkgs. clothes pins; 58 logs zebra wood; 30 bxs. shoul- ders; 1,478 bxs. bacon; 3,500 bgs. rice; 3 tes., 98 bbls. tal- low; 485 bbls. pork; 35 bxs. glass; 13 cases forks; 6 bales cotton pickings; 250 tes. lard; 25 bgs., 1 pkt. cotton; 62 bgs. pearl shells; 1 case marbles; 104 bbls. shoe pegs; 75 bxs. hams; 101 tons stufic; 44 logs, 83 pcs. maple. 65,533 bgs., 22,941 sks. wheat; 116 cks. tallow; 1 case pre- serves; 1 box; 1 picture; 1 bx. household goods; 2 cases wine.	3 1	General cargoes In port.....	..... .....
	3	Baltimore	1 2	Baltimore In port.....	3	1,778 bales cotton; 200 bbls. rosin; 70 hhdts. leaf, 23 cases manufactured tobacco; 1 case cigars; 25 cans oysters; 1 box, 1 case oil; 7 cases, contents unknown; 1 case condensed milk; 5 bbls., 10,192 bgs. corn; 3,765 bush. shelled corn; 95 cks. tallow; 19 bbls. apples;	1 2	General cargo In port.....	..... .....

22	New Orleans	1 Boston 3 New Orleans 1 Cardiff 1 Baltimore 2 Philadelphia 1 New York 1 Calcutta 12 In port 3 Savannah	22	3 cases bark; 175 cks, pale seal oil; 1 bbl. beeswax; 1 bbl. snake root; 3,950 barrel, 580 pipe staves; 88 pes. fig-nunvite. 66,428 bls. cotton; 18,534 staves; 4 bls. moss, 105 bbls. quartz; 1 trunk clothing; 36 bbls. oil stone; 8 sacks seed; 1 bx. chairs; ½ bbl. pecans; 300 tes. tallow. 27,061 bales, 530 bags cotton; 7 bags sea-island cotton; 1 cask hardware; 8,000 cane reeds; 4 bales cotton rope.	1 General cargo 3 General cargo and salt Ballast General cargo do do do do 12 In port 3 General cargo, coal, iron, crates.		
10	Savannah	1 New Orleans 2 New York 1 Cardenas 1 Newport 2 In port 1 Philadelphia	10	10,000 palings; 10,969 pes. deals; 1,070 pes. deal ends; 222 pes. birch timber. 20,297 bales, 437 bags cotton; 2 bxs. wine; 3 bbls. rice; 522 bbls. rosin.	1 Salt 2 Salt and general cargo do Ballast 2 In port 1 General cargo do		
1	St. John's	1 New York	8	3 Charleston 1 Cardiff 1 New Orleans 2 In port 1 Mobile 2 Cardiff 2 In port 1 Havana 1 In port 2 do	3 do Ballast General cargo In port Salt Ballast In port General cargo In port do		
8	Charleston	3 Charleston 1 Cardiff 1 New Orleans 2 In port 1 Mobile 2 Cardiff 2 In port 1 Havana 1 In port 2 do	2	1 bbl. cider; 6 casks scrap steel; 3,671 bags, 61,432 bush., 865 bush. Indian corn; 100 bush. pop corn; 494 bales rags; 452 bales wool; 1,259 bags oilcake; 200 tes. beef; 50 casks tallow; 24 casks tallow oil; 369 bags clover seed; 20 sacks timothy seed; 686 bales cotton; 1 box, contents unknown.	102		
5	Mobile	3 Charleston 1 Cardiff 1 New Orleans 2 In port 1 Mobile 2 Cardiff 2 In port 1 Havana 1 In port 2 do	2	1 bbl. cider; 6 casks scrap steel; 3,671 bags, 61,432 bush., 865 bush. Indian corn; 100 bush. pop corn; 494 bales rags; 452 bales wool; 1,259 bags oilcake; 200 tes. beef; 50 casks tallow; 24 casks tallow oil; 369 bags clover seed; 20 sacks timothy seed; 686 bales cotton; 1 box, contents unknown.	102		
2	Galveston	3 Charleston 1 Cardiff 1 New Orleans 2 In port 1 Mobile 2 Cardiff 2 In port 1 Havana 1 In port 2 do	2	1 bbl. cider; 6 casks scrap steel; 3,671 bags, 61,432 bush., 865 bush. Indian corn; 100 bush. pop corn; 494 bales rags; 452 bales wool; 1,259 bags oilcake; 200 tes. beef; 50 casks tallow; 24 casks tallow oil; 369 bags clover seed; 20 sacks timothy seed; 686 bales cotton; 1 box, contents unknown.	102		
2	Philadelphia	3 Charleston 1 Cardiff 1 New Orleans 2 In port 1 Mobile 2 Cardiff 2 In port 1 Havana 1 In port 2 do	2	1 bbl. cider; 6 casks scrap steel; 3,671 bags, 61,432 bush., 865 bush. Indian corn; 100 bush. pop corn; 494 bales rags; 452 bales wool; 1,259 bags oilcake; 200 tes. beef; 50 casks tallow; 24 casks tallow oil; 369 bags clover seed; 20 sacks timothy seed; 686 bales cotton; 1 box, contents unknown.	102		

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.										
	CLEARED.		ENTERED.	INWARD.			OUTWARD.							
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.					
BRITISH DOMINIONS. LIVERPOOL. T. H. Dudley. Quarter ended June 30, 1867.*	32	In port.....	8 7 7 2 1 1 2 1 2 1	New York..... Boston..... Philadelphia..... Baltimore..... New Orleans..... West Indies..... Cardiff..... Glasgow..... Havana..... Cuba..... 32 Before reported.....	8 7 7 2 2 1 1 2 1 2	General cargo..... General cargo and salt..... do..... do..... do..... do..... do..... Ballast..... do..... do.....	General cargo..... General cargo and salt..... do..... do..... do..... do..... do..... Ballast..... Coal and crates..... General cargo..... Ballast..... In port.....
	18	New York.....	12 1 2 3	New York..... Glasgow..... Newport..... In port.....	35,502 bales cotton; 205 bales cotton pickings; 400 tcs. lard; 2,228 bxs. bacon; 976 pieces copper; 266,176 bush. 2,791 bags corn; 140 bales rags; 5,491 tcs. beef; 15,660 staves; 3,400 bbls. rosin; 2,346 pcs. fustic; 349 bags cotton-seed cake 2,110 handspikes; 1 bale silk waste; 200 hds. tallow; 50 cans condensed milk; 153 bbls. pork; 46,007 bush. Indian corn; 303½ bxs. 48 hds. to- bacco; 1,944 bags, 13,600 bush. pease; 33,930 bush. barley; 2,001 oars; 56 casks 50 cases extract bark; 100 logs satin- wood.	12 1 2 3	General cargo..... General cargo..... Ballast..... In port.....		
	13	Galveston.....	1 1 1 1	West Indies..... Port Talbot..... Havana..... New Orleans.....	17,548 bales cotton; 2 cases al- monds; ½ bbl. pecan nuts.	1 1 1 1	Coal and gas pipes..... Ballast..... General cargo..... do.....	Coal and gas pipes..... Ballast..... General cargo..... do.....

1	New Haven	1	12,503 bales 1,615 bags cotton ; 2 bxs. plated ware ; 1 box pic- tures ; 2 bbls. wax ; 10 bbls. rosin ; 2 bbls. rice.	5	1	Coal	1
2	New York	2	69,714 bales 3 bags cotton ; 37,793 staves ; $\frac{1}{2}$ bbl. flour ; 44 bbls. rosin ; $\frac{1}{2}$ bbl. molasses ; $\frac{1}{2}$ bbl. sugar ; 1 keg lard ; 16 bales paperstock ; 1 keg sirup ; 65 hhdgs. tobacco ; 10 $\frac{1}{2}$ -bbls. molasses ; 360 cases gun ; 2 ca- ses works of art.	25	1	Ballast	1
3	Newport	3	37,387 bales 13 bags cotton ; 10,400 reeds ; 1 box ; cottons unknown.	1	1	General merchandise	6
4	Baltimore	4	12,384 bales, 619 bags cotton ; 7,912 staves.	4	5	do	5
5	Charleston	5	2,046 bales 21 bags cotton ; 149 tes. lard ; 142 hhdgs. 1 cask 1 case 60bxs. 152 balestobacco ; 170 cases oysters ; 1,147 bbls. rosin ; 94 casks tallow ; 2,150 bags bark ; 3,756 bags corn ; 3,985 staves.	4	2	General merchandise	2
6	San Francisco	6	264 bales cotton ; 908 bags lin- seed ; 726 bags oil-cake ; 32,831 bush. corn ; 1,635 bbls. rosin ; 175 bales rags ; 145 casks quet- citron bark.	1	8	In port	8
7	Pernambuco	7	125,583 sacks 3,490 bags wheat ; 11,172 hf. 1,538 qr sacks flour ; 5 bbls. staves ; 5 bbls. hoops.	1	2	General cargo	2
8	Bethard	8	2,115 bales cotton	1	3	In port	3
9	Tomé, (Chili)	9	36,341 bags wheat ; 7,151 sacks barley ; 1,551 bars, 1,700 bags copper.	2	1	Salt	1
10	Paqueta	10	1,600 tons guano	1	1	In port	1
11	St. John's	11	52,219 pes. deals and battons ; 6,365 pes. deal ends, 3,495 pes. scantling ; 4,662 pes. boards.	2	2	do	2
12		12		123			123

* Entered: 64 ships, 3 steamers, 17 barks, 3 schooners—91, and 32 in port. Cleared: 62 ships, 4 steamers, 18 barks, 2 schooners—90, and 33 in port. Aggregate tonnage entered, 94,657.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CLEARED.			CARGOES.			OUTWARD.	Value.		
	No. of Vessels.	Where from.	No. of Vessels.	Where to	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.				
BRITISH DOMINIONS. LIVERPOOL. T. H. Dudley. Quarter ended September 30, 1867.*	33	In port.....	1	In port.....	33	Before reported.....		1	In port.....				
			1	New Orleans.....				1	General cargo.....				
			1	Glasgow.....				1	Ballast.....				
			1	Hong Kong.....				1	Coal.....				
			4	Bombay.....				4	do.....				
			6	Philadelphia.....				6	General cargo.....				
			5	Calcutta.....				5	Salt.....				
			1	Boston.....				1	General cargo.....				
	15	San Francisco...	1	Galveston.....				15	187,149 bgs. 173,213 sks. wheat; 13,100 sks. 20,065 4-sks. 2,000 bgs. flour; 59 caks. sherrywine; 23 bgs. cotton in seed; 37 sks. oil-cake; 3,825 bags copper ore; 250 casks tallow; 50 bgs. manganese.			3	do.....
			1	Point de Galle.....								3	do.....
			8	New York.....								1	Coal.....
			1	Callao.....								1	Ballast.....
			1	Rio de Janeiro.....								1	Salt.....
			1	Baltimore.....								6	In port.....
			3	New York.....								6	In port.....
	15	St. John's.....	6	New York.....	15	1,215 bbls. copper ore; 250,433 pes. deals, ends, and battens; 29,632 pes. scantling; 80,837 pes. deal ends; 147,835 pcs. deals; 41,943 pes. boards; 294,725 pes. palings; 4 pes. spars; 1,901 handspikes.	6	General cargo.....					
			4	Calcutta.....	4	Salt.....							
			1	Newport.....	1	Ballast.....							
			1	Baltimore.....	1	General cargo.....							
			1	Philadelphia.....	1	do.....							
			2	In port.....	2	In port.....							
			5	New Orleans.....	5	General cargo and salt.....							
7	New Orleans....	1	Savannah.....	7	17,894 bales cotton; 13,353 stave; 214 bbls. rosin; 1 bbl. flour; 29 hlds. tobacco; 3 bbls. shoes; 5 pkgs., contents unknown; 14 hlds. tallow.	1	do.....						
		1	In port.....			1	In port.....						

2	Savannah	1	Calcutta	2	2,322 bales cotton; 2,044 staves.	1	Salt
13	New York	1	Philadelphia	13	6,917 bales cotton; 45 bbls. 31 tes. 4,187 hhd. tobacco; 371 tes. beef; 462 tes. lard; 402 pkgs. 42 boxes clocks; 227 bbls. shoe-pegs; 1,035 bags cotton seed; 1,063 hhd. 39 bbls. tallow; 500 bags linseed cake; 3,668 bbls. rosin; 38,538 bush. pease; 492 bags. 158,697 bush. corn; 253 logs mahogany and cedar; 1,953 sks. linseed; 25 bales rags; 1,498 bags seed; 18,191 bush. Indian corn; 2,010 bags wheat; 100 bbls. oil; 612 bags 1,201 sks. 40,872 lbs. oil-cake; 500 bales hemp.	1	General cargo
		1	Philadelphia		vas; 24 cases shoes.	9	do
		1	Calcutta			1	Salt
		2	In port			1	General cargo
		2	In port			2	In port
10	Galveston	2	New Haven	10	3,755 grain-bags; 164 books; 120 hhd. tallow; 7,800 bags oil-cake; 98 bales rags; 9,866 bush. corn.	2	Coal
		3	Boston		1,332 bales, 1,679 bags cotton; 2 casks 1 box beeswax.	3	Coal and general cargo
		1	Matanzas		8,647 bales cotton	1	General cargo
		1	Philadelphia			1	Machinery and salt
		1	Galveston			1	General cargo
		1	Apalachicola			1	Salt and iron
		1	New York			1	Salt
		1	Philadelphia			1	General cargo
1	Philadelphia	1	Philadelphia	1	3,755 grain-bags; 164 books; 120 hhd. tallow; 7,800 bags oil-cake; 98 bales rags; 9,866 bush. corn.	2	Coal
		1	do	1	1,332 bales, 1,679 bags cotton; 2 casks 1 box beeswax.	3	Coal and general cargo
1	Apalachicola	1	do	1	8,647 bales cotton	1	General cargo
3	Mobile	2	New York	3	637 bars copper; 100 sks. linseed; 10,126 bags 6,253 sks. wheat; 29 casks sperm oil; 24 casks seal skins; 9 bundles 1 bbl. old metal.	2	do
2	Valparaiso	1	In port	2	11,000 redwood deals; 1,144 redwood deal ends; 1,650 pes. lathwood.	1	In port
		1	Boston		632 bags 1,302 bales cotton; 1,911 bbls. rosin; 506 bags cotton seed; 800 bbls. spirits turpentine.	1	General cargo
		1	Charleston			1	General cargo
1	Cronstadt	1	Philadelphia	1	Ballast	1	Salt
		1	do	1	629 hhd. 31 cases 27 tes. 20 bxs., tobacco; 170 bales, 22 bags cotton; 988 bbls. rosin; 196 bags and 10 cases bark; 8 bales wool; 46 bbls. lard.	1	do
1	Bremen	1	do	2		2	do
2	Baltimore	2	Baltimore				

Quarter ended March 31, 1867. †				Quarter ended June 30, 1867. ‡			
1 Bremen	1 Fort Philip	1 Ballast	1 Iron, rags, paper, rope, oil, wine, and sundries.	1 Bremen	1 Fort Philip	1 Ballast	1 Iron, rags, paper, rope, oil, wine, and sundries.
1 Singapore	1 In port	1 Pepper, gambia, coffee, sago, flour, &c.	50,000	1 Singapore	1 In port	1 Pepper, gambia, coffee, sago, flour, &c.	50,000
1 Cuba	1 do	1 Mahogany, cedar, &c.	7,400	1 Cuba	1 do	1 Mahogany, cedar, &c.	7,400
27	27	27	£342,996	27	27	27	£342,996
			\$1,670,100 64				\$1,670,100 64
14 In port	1 Newport	14 Before reported		14 In port	1 Newport	14 Before reported	
	1 Havre				1 Havre		
	1 In port				1 In port		
	1 Sydney				1 Sydney		
	8 New York				8 New York		
	1 Philadelphia				1 Philadelphia		
	1 Cardiff				1 Cardiff		
1 Bremerhaven	1 Fort Philip	1 Ballast		1 Bremerhaven	1 Fort Philip	1 Ballast	
11 New York	3 Newport	3 Flour, tobacco, provisions, &c.	£54,400	11 New York	3 Newport	3 Flour, tobacco, provisions, &c.	£54,400
	3 New York	3 do	67,940		3 New York	3 do	67,940
	1 Boston	1 do	11,220		1 Boston	1 do	11,220
	4 In port	4 Barley, maize, oats, oil, &c.	92,300		4 In port	4 Barley, maize, oats, oil, &c.	92,300
1 Newcastle	1 Aden	1 Coal		1 Newcastle	1 Aden	1 Coal	
1 Baltimore	1 Philadelphia	1 Petroleum	5,870	1 Baltimore	1 Philadelphia	1 Petroleum	5,870
1 Melbourne	1 In port	1 Wool and skins	75,000	1 Melbourne	1 In port	1 Wool and skins	75,000
29	29	29	£306,730	29	29	29	£306,730
			\$1,484,573 20				\$1,484,573 20
6 In port	4 New York	6 Before reported		6 In port	4 New York	6 Before reported	
	1 Cardiff				1 Cardiff		
	1 Sold				1 Sold		
8 New York	4 New York	4 Barley, corn, oil cake, oats, spermin oil, rosin, peas, clocks, tobacco, beef, &c.	£120,200 00	8 New York	4 New York	4 Barley, corn, oil cake, oats, spermin oil, rosin, peas, clocks, tobacco, beef, &c.	£120,200 00
	4 In port	4 Oil cake, rosin, oil, beer, tobacco, bacon, lard, pork, beans, hemp, barley, clocks, and staves.	78,500 00		4 In port	4 Oil cake, rosin, oil, beer, tobacco, bacon, lard, pork, beans, hemp, barley, clocks, and staves.	78,500 00
1 Baltimore	1 Leith	1 Guano	4,060 00	1 Baltimore	1 Leith	1 Guano	4,060 00
1 San Francisco	1 Cardiff	1 Wheat	12,000 00	1 San Francisco	1 Cardiff	1 Wheat	12,000 00

* Entered: 3 steamers, 58 ships, 11 barks, 3 brigs, 5 schooners—80, and 33 in port. Cleared: 4 steamers, 69 ships, 14 barks, 4 brigs, 5 schooners—96, and 17 in port. Aggregate tonnage entered, 91,173.

† Entered: 16 ships, 1 bark—17, and 10 in port. Cleared: 12 ships, 1 bark—13, and 14 in port. Aggregate tonnage entered, 19,804, 91.

‡ Entered: 14 ships, 1 bark—15, and 6 in port. Cleared: 13 ships, 1 bark—14, and 6 in port. Sold, 1. Aggregate tonnage entered, 17,305, 68.

LONDONDERRY. <i>C. Dougherty.</i> Quarter ended December 31, 1866. 2d and 3d quarters	1	Matan, C. F.	1	do	1	Deals and deal ends	5,590 00	1	do	
	1	Cochin	1	do	1	Cocoanut oil, coffee, coin, &c.	7,000 00	1	do	
	25		25		25		\$413,544 00	25		\$154,940 00
							\$2,001,532 96			\$749,909 60
MAULMAIN. <i>W. Brooke.</i> Quarter ended September 30, 1867.†		No arrivals							No departures	
		No arrivals								
	1	Montevideo	1	Not stated	1	1,600 tons guano	62,928 00	1	Ballast	
Quarter ended December 31, 1866.‡	1	Bombay	1	Bombay	1	Ballast		1	442½ tons teak timber	13,275 00
	2	Bombay	1	Bombay	1	Ballast		1	411 tons teak timber	12,330 00
			1	Cork & Falmouth	1	do		1	1,314½ tons teak timber	39,435 00
2d and 3d quarters	2		2		2			2		51,765 00
		No reports								
MELBOURNE. <i>H. J. Hart.</i> Quarter ended December 31, 1866. ||	10	In port	4	Callao				6	ballast	
			1	Calcutta				1	Horsea	
			1	Newcastle	10	Before reported				
			1	Coronil						
			3	In port				3	In port	
	1	London	1	do	1	General cargo		1	do	
	1	Valparaiso	1	do	1	460 tons wheat		1	do	
	1	Dundee	1	Callao	1	General cargo		1	Ballast	
	1	New York	1	London	1	do		1	Wool	

* Entered: 10 ships, 6 barks, 3 brigs—19, and 6 in port. Cleared: 12 ships, 4 barks, 2 brigs—18, and 7 in port. Aggregate tonnage entered, 16,604.64.

† Entered and cleared: 1, class not given. Tonnage entered, 997.

‡ Entered and cleared: 2, class not given. Aggregate tonnage entered, 1,709.

§ Entered: 4 ships, 2 barks, 1 brig—7, and 10 in port. Cleared: 8 ships, 2 barks, 1 brig—11, and 6 in port. Aggregate tonnage entered, 5,936.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.				
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels. Where for.	No. of Vessels.	Description.	Value.	No. of Vessels. Description.	Value.
BRITISH DOMINIONS. MELBOURNE. <i>H. J. Hart.</i> Quarter ended December 31, 1866—Continued.	1	Sundal	1	Callao	1	Deals and battens.	1	Ballast.
	2	San Francisco.	1	Newcastle	1	Breadstuffs.	1	do
			1	In port.	1	do	1	In port.
	17		17				17	
	1	In port.	1	San Francisco.	1	Before reported.	1	Ballast.
	1	Swartwick	1	Callao	1	Timber	1	do
	2	Puget Sound	1	Newcastle	2	do	1	do
	1	Singapore	1	In port	1	Ballast	1	In port.
	2	San Francisco	2	Panama.	2	Wheat, barley, lumber, &c.	2	Ballast.
	1	London	1	Newcastle.	1	General cargo.	1	do
Quarter ended March 31, 1867.*	1	Boston	1	do	1	do	1	do
	1	New York.	1	do	1	do	1	do
	10		10	Valparaiso	10		10	
	1	In port.	1	San Francisco.	1	Before reported.	1	Ballast.
	1	Swartwick	1	Callao	1	Timber	1	do
	2	Puget Sound	1	Newcastle	2	do	1	do
	1	Singapore	1	In port	1	Ballast	1	In port.
	2	San Francisco	2	Panama.	2	Wheat, barley, lumber, &c.	2	Ballast.
	1	London	1	Newcastle.	1	General cargo.	1	do
	1	Boston	1	do	1	do	1	do
Quarter ended June 30, 1867.†	1	New York.	1	do	1	do	1	do
	10		10	Valparaiso	10		10	
	1	In port.	1	Newcastle	1	Before reported.	1	Ballast.
	2	Boston	2	Boston	2	General cargo	2	do
	1	London	1	Callao	1	do	1	do
	1	Puget Sound	1	Newcastle.	1	Timber	1	do
	2	New York.	2	In port.	1	General cargo	2	In port.
	7		7		7		7	
	2	In port	2	Newcastle	2	Before reported.	2	Ballast.
	3	Boston	2	do				
Quarter ended Septem- ber 30, 1867.‡								

MONTREAL.									
<i>W. W. Averill.</i>									
1st and 2d quarters	1	Amherst, India	3	General cargo	\$234, 730 32	3	Ballast		
	1	Callao	1	do	210, 060 84	1	do		
	1	New York	1	do	154, 032 36	1	do		
	1	St. Thomas	1	do	90, 619 32	1	do		
	8		8		689, 462 84	8			
Quarter ended June 30, 1867. §	3	Cleveland	3	250 tons burr stones, block and burr stones.	52, 000 00	3	Ballast		
4th quarter	No report						No departure		
NASSAU.									
<i>T. Kirpatrick.</i>									
Quarter ended December 31, 1866. ||	1	In port.	1	Before reported.		1	Ballast		\$2, 168 72
	1	East Harbor	1	Ballast		1	General cargo		
	1	Bath	1	Ice and lumber	1, 020 00	1	Ballast		
	1	Baltimore	1	Provisions	3, 370 36	1	Fruit		651 42
	14	New York	2	General cargo	17, 944 41	2	Assorted cargo and salt		4, 137 91
			3	General cargo, wrecked goods.	29, 427 78	3	(2) wrecked and wrecked goods		
			3	General cargo and ballast.	6, 622 28	3	wrecked, 1 ballast.		
			1	General cargo.	517 84	1	Wrecked		
			2	General cargo, 1 wrecked.	35, 512 29	2	merchandise, 1 in port		
			1	In distress		1	Inward cargo		
			1	For bill of health		1	For bill of health		
	4	Boston	1	Assorted cargo	3, 150 00	1	Sponge		441 14
			2	In distress		2	Inward cargo		
			1	do		1	In distress		
			1	Wrecked	14, 248 09	1	Wrecked		
	2	Havana	2	In distress		2	1 condemned and sold		
	4	Wilmington	3	General cargo	6, 311 55	3	2 in distress, inward cargo		1, 890 00
			1	Lumber	3, 424 41	1	Ballast		
	1	St. Kitts	1	Ballast		1	Wrecked		
	1	Bangor	1	General cargo and lumber		1	do		
	1	Newport	1	General cargo		1	do		

* Entered: 3 ships, 3 barks, 2 brigs, 1 steamer—9, and 1 in port. Cleared: 3 ships, 3 barks, 2 brigs, 1 steamer—9, and 1 in port. Aggregate tonnage entered, 7,209.

† Entered: 3 ships, 3 barks—6, and 1 in port. Cleared: 3 ships, 1 bark, 1 brig—5, and 2 in port. Aggregate tonnage entered, 4,266.

‡ Entered: 4 ships, 2 barks—6 and 2 in port. Cleared: 4 ships, 4 barks—8. Aggregate tonnage entered, 4,587.

§ Entered and cleared, 3 schooners. Aggregate tonnage entered, 352.

|| Entered: 4 ships, 8 barks, 11 brigs, 21 schooners—44, 1 in port. Cleared: 18 schooners, 2 brigs, 3 steamers, 3 barks—26, 4 in port, 15 wrecked. Aggregate tonnage entered, 10,575.

Quarter ended June 30,
1867.†

1	Rockland.....	1	In port.....	3	In distress.....	1	In port.....	1	In port.....
1	Old Providence.....	1	Cardenas.....	1	General cargo.....	1	Ballast.....	1	Ballast.....
3	Long Cay.....	2	New York.....	1	In distress.....	1	do.....	1	do.....
1	Belfast.....	1	Bridgeport.....	2	In for repairs.....	2	Inward cargo.....	2	Inward cargo.....
1	Bath.....	1	Cardenas.....	1	General cargo.....	1	Sponge.....	1	Sponge.....
1	Galveston.....	1	Holmes Hole.....	1	Vegetables.....	1	Ballast.....	1	Ballast.....
1	St. Mary's.....	1	Wrecked.....	1	Ice.....	1	do.....	1	do.....
1	Newburyport.....	1	Montevideo.....	1	Leaking.....	1	Wrecked.....	1	Wrecked.....
1	Boston.....	1	Cuba.....	1	General cargo.....	1	Ballast.....	1	Ballast.....
29		29	In port.....	1	General cargo.....	1	Salt.....	1	Salt.....
4	In port.....	4	Not stated.....	29		29	In port.....	29	In port.....
1	Wilmington.....	1	Cuba.....	4	Before reported.....	1	Old iron, hides, &c.....	1	Old iron, hides, &c.....
16	New York.....	11	New York.....	1	Lumber.....	1	Inward cargo.....	1	Inward cargo.....
		1	Cuba.....	11	General cargo and provisions.....	1	Ballast.....	1	Ballast.....
		1	Bridgeport.....	1	General cargo.....	1	Sold.....	1	Sold.....
		1	Inagua.....	1	Ballast.....	1	Ballast.....	1	Ballast.....
		1	Boston.....	1	Lumber.....	1	Ballast and wrecked cargo.....	1	Ballast and wrecked cargo.....
		1	Governor's harbor.....	1	Lumber, bricks, cement, and provisions.....	5	31,729 bush. salt, \$3,172 90; pine apples, \$5,461 10.	5	31,729 bush. salt, \$3,172 90; pine apples, \$5,461 10.
		1	Liverpool.....	1	Ballast.....	1	Inward cargo.....	1	Inward cargo.....
		1	Inagua.....	1	Cotton.....	1	do.....	1	do.....
		1	Havana.....	1	In for repairs.....	1	Cotton.....	1	Cotton.....
		1	Baltimore.....	1	Shooks, &c.....	1	Inward cargo.....	1	Inward cargo.....
		1	Harbour island.....	1	Assorted cargo.....	1	Ballast.....	1	Ballast.....
		1	St. Domingo.....	1	Ballast.....	1	In for repairs.....	1	In for repairs.....
		1	Porto Oplata.....	1	Passengers.....	1	Passengers.....	1	Passengers.....
		2	Nassau.....	1	Assorted cargo.....	1	In port.....	1	In port.....
		3	Boston.....	1	Sponges.....	1	Pine apples.....	1	Pine apples.....
				1	Bridgeport.....	1	4,923 bushels salt.....	1	4,923 bushels salt.....
				1	Portland.....	1	Ballast.....	1	Ballast.....
				1	Baracoa.....	1	Ballast.....	1	Ballast.....
				2	New York.....	1	Old metal, &c.....	1	Old metal, &c.....
				1	Baltimore.....	1	Sailed for Fruit island.....	1	Sailed for Fruit island.....
				1	Portland.....	1	Inward cargo and salt.....	1	Inward cargo and salt.....
				1	Boston.....	1	In for repairs.....	1	In for repairs.....
				1	Cape Haytien.....	1	Salt and logwood.....	1	Salt and logwood.....
36		36		36	Cargo not landed.....	36		36	
1	In port.....	1	Porto Plate.....	1	Before reported.....	1	Sugar, old brass, &c.....	1	Sugar, old brass, &c.....
1	Baracoa.....	1	New York.....	1	Fruit—not landed.....	1	Inward cargo.....	1	Inward cargo.....

Quarter ended Septem-
ber 30, 1867.‡

† Entered: 19 schooners, 1 steamer, 4 barks, 2 brigs—26, 3 in port. Cleared: 4 barks, 16 schooners, 1 steamer, 2 brigs—23, 4 in port, 2 war vessels. Aggregate tonnage entered, 4,355.
‡ Entered: 1 ship, 2 barks, 7 brigs, 22 schooners—32, 4 in port. Cleared: 1 ship, 3 barks, 7 brigs, 24 schooners—35, 1 in port. Aggregate tonnage entered, 5,119 tons.
§ Entered: 11 schooners, 10 brigs, 8 barks,—29, 1 in port. Cleared: 12 schooners, 10 brigs, 8 barks—30. Aggregate tonnage entered, 8,136 tons.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.		CLEARED.		INWARD.		CARGOES.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
BRITISH DOMINIONS. NASSAU. <i>J. Kirkpatrick.</i> Quarter ended September 30, 1867—Continued.	1	Boston	1	St. Domingo	1	Beef, pork, fish, &c.	\$3,549 19	1	Sold	
	1	Bath	1	Holmes Hole	1	Ice and lumber	2,478 32	1	12,000 bush. salt	\$1,255 70
	1	Camden	1	Key West	1	Not landed		1	Inward cargo.	
	15	New York	9	New York	4	General cargo, and assortment provisions and lumber.	45,207 49	5	97,158 bush. salt	10,266 23
			4		4	Ballast		1	Wool and salt.	2,666 41
			1		1	Reported and left		2	Ballast	
								1	Reported and left	
			1	Baltimore	1	Corn and railroad materials	381 00	1	12,215 bush. salt	1,221 50
			3	Philadelphia	3	Ballast		3	40,955 bush. salt.	6,496 55
				Order	1	do		1	13,852 bush. salt	1,585 30
NEWCASTLE, N. S. W. <i>G. Mitchell.</i> Quarter ended December 31, 1866.		Jacksonville	1	Baracoa	1	Provisions—not landed.	427 14	1	Inward cargo.	
		Marazas	1	Jacksonville	1	Lumber	274 40	1	Ballast	
		L. Exmouth	1	Winnington	1	do		1	do	
	2	Portland	1	Bridgeport	1	General cargo.	4,600 00	1	Sponge	3,267 50
			1	Holmes Hole	1	Ice and lumber	2,514 03	1	Salt	1,232 50
			1	Portland	1	Ballast and pickled fish.	25 00	1	10,211 bush. salt	1,021 10
		Charleston	1	Baracoa	1	Cargo—not landed		1	400 bush. salt.	40 00
	1	St. Thomas	1	Philadelphia	1	Ballast		1	10,754 bush. salt.	1,075 40
	1	Philadelphia	1	do	1	do		1	20,336 bush. salt.	2,033 60
	1	Antigua	1	do	1	do		1	3,549 bush. salt.	425 88
	1	St. Augustine	1	St. Augustine	1	Lumber and shingles	200 00	1	Pine apples	150 00
	30		30		30		60,206 57	30		34,636 57
		No report								

Quarter ended March 31, 1867.*	6	Melbourne	5	San Francisco .. Valparaiso	7	Ballast	6	3,788 tons coal .. In port	8,456 00
	1	Nelson	1	In port	1	Timber	1	In port	
	1	Sydney	1	do			1	In port	
	8		8		8		8		8,456 00
Quarter ended June 30, 1867.†	2	In port	2	San Francisco ..	2	Before reported ..	2	2,363 tons coal ..	5,328 00
	3	Melbourne	3	do	3	Ballast	3	1,586 tons coal ..	5,818 00
	5		5		5		5		11,146 00
Quarter ended September 30, 1867.‡	7	Melbourne	2	San Francisco .. Singapore	6	Ballast	6	5,351 tons coal ..	12,039 00
			1	Shanghai					
			2	Hong Kong					
			1	In port	1	153 tons 6 cwt. railroad bars ..	1	In port	
	7		7		7		7		12,039 00
NEWCASTLE AND CHAT- HAM.									
R. R. Call.									
1st, 2d and 3d quarters ..		No reports							
Quarter ended September 30, 1867.§	2	Portland	1	Liverpool	1	Ballast	1	728,311 ft. lumber .. 43,200 lbs. salmon ..	5,693 10 7,650 00
			1	New York	1	do	1	150,266 ft. lumber ..	1,202 13
	1	Fishing voyage ..	1	Fishing voyage ..	1	In distress	1	13,600 pcs. pullogs ..	81 96
	1	New York	1	Penarth Roads ..	1	Ballast	1	In distress	1,350 00
	4		4		4		4	270 tons prime timber .. 394,442 ft. lumber ..	2,761 09
PENANG.									18,738 38
S. J. Fraser.									
From July 1 to Decem- ber 31, 1866.¶	1	Boston	1	Boston	1	Ballast	1	478.68 piculs nutmegs, 510.19 piculs buffalo hides, 427.74 piculs catch.	21,308.75

* Entered: 1 ship, 4 barks, 3 brigs—8. Cleared: 3 barks, 3 brigs—6; 2 in port. Aggregate tonnage entered, 4,494.96.

† Entered: 1 ship, 1 brig, 1 bark—3; 2 in port. Cleared: 2 barks, 2 ships, 1 brig—5. Aggregate tonnage entered, 1,903.25.

‡ Entered: 3 ships, 4 barks—7. Cleared: 2 ships, 4 barks—6; 1 in port. Aggregate tonnage entered, 4,905.09.

§ Entered and cleared: 1 ship, 1 bark, 2 schooners—4. Aggregate tonnage entered, 1,827. || Entered and cleared: 1 ship. Tonnage entered, 653.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	No. of Vessels.	Where from.	CLEARED.		INWARD.	OUTWARD.	Value.
			No. of Vessels.	Where for.			
BRITISH DOMINIONS. PENANG. <i>L. J. Fraser.</i> From January 1, 1867, to March 31,*	1	Swatow.....	1	San Francisco....	Coolie passengers.....	355 piculs pepper..... 4,177 piculs sugar..... 53 piculs hides..... 155 piculs ratans..... 1,191.64 piculs tin.....	\$2,130 00 16,708 00 636 00 465 00 23,630 70
	1	Boston, <i>via</i> Singa- pore.	1	Boston, <i>via</i> Pa- dang.	259 galls. turpentine..... 1,280 lbs. tobacco.....	1,740.80 piculs India-rubber.. 619 piculs nutmegs..... 100 piculs ratans.....	6,318 89 20,054 37 313 65
Quarter ended June 30, 1867,†	2		2				70,256 61
	1	Boston, <i>via</i> Singa- pore.	1	Boston, <i>via</i> Pa- dang.	Ballast.....	4,080.05 piculs tin..... 772.88 piculs nutmegs..... 596.42 piculs cutch..... 235.19 piculs hides..... 345.66 piculs India-rubber.. 900.75 piculs tapioca..... 100.98 piculs black pepper...	83,588 94 25,088 13 4,761 52 2,169 55 14,186 75 5,800 80 550 73
PLYMOUTH. <i>T. W. For.</i> 1st, 2d, and 3d quarters ..	1		1				136,146 42
		No arrivals.....				No departures.....	

Quarter ended September 30, 1867.*	1	Cardiff	1	Hong-Kong	1	1,909 tons patent fuel	1	In for repairs	1
	1	London	1	New York	1	General cargo	1	In port	1
	2		2		2		2		2
Quarter ended December 31, 1866.	No report								
Quarter ended March 31, 1867.†	1	Port Angeles	1	Sydney	1	Lumber	24,000 00	1	Ballast
Quarter ended June 30, 1867.‡	1	Melbourne	1	Europe	1	Ballast		1	Ballast
4th quarter	No report								
Quarter ended December 31, 1866.¶	1	London	2	Boston	{ 1	General cargo		2	Wool and skins
	1	Boston	2		{ 1	Flour and sundries	2,631 16		
	2		2		2		3,631 16	2	
Quarter ended March 31, 1867.**	2	Boston	1	Boston	1	Lumber, tobacco, &c	38,171 44	1	Feathers, wool, &c
	1	Cape Town	1	In port	1	Ploughs, &c	30,158 09	1	In port
	3		3	Boston	1			1	Goatskins and sheepskins
							68,329 53	3	
Quarter ended June 30, 1867.††	1	New York	1	Coasting	1	Tobacco, oil, and sundries	19,467 04	1	Ballast
	2	Coasting	2	Boston	2	Ballast		2	Skins, wool, &c
	3		3		3		19,467 04	3	
4th quarter	No report								

* Entered and cleared: 2 barks. Aggregate tonnage entered, 718.

† Entered and cleared: 1 ship. Tonnage entered, 736.91.

‡ Entered: 2 ships. Cleared: 1 ship, and 1 in port. Aggregate tonnage entered, 2,575.

¶ Entered and cleared: 1, class not given. Tonnage entered, 617.

|| Entered and cleared: 1, class not given. Tonnage entered, 473.

†† Entered and cleared: 2 barks. Aggregate tonnage entered, 697.

** Entered: 3 barks. Cleared: 2 barks, and 1 in port. Aggregate tonnage entered, 920.

†† Entered and cleared: 3 barks, (foreign.) Tonnage entered, 740.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.				
	ENTERED.		No. of Vessels.	CLEARED.		INWARD.	OUTWARD.	
	No. of Vessels.	Where from.		No. of Vessels.	Where for.			
BRITISH DOMINIONS. SIMON'S TOWN, PORT NATAL, MOSSEL BAY.								
		No reports.....						
		No reports.....						
		No reports.....						
		No reports.....						
PORT HOPE.								
T. P. Jones.								
1st and 2d quarters.....		No reports.....						
Quarter ended June 30, 1867.*								
	4	Oak Orchard.....	3	Charlotte.....			32 bus. beans, 3,567 bus. wheat, 50 bbls. flour; lumber; laths.....	\$7,858 51
	7	Pultneyville.....	1	Oak Orchard.....			214 M pickets, 13½ M shingles.....	527 00
			5	Pultneyville.....			60,000 ft. lumber, &c.....	1,171 96
			1	Charlotte.....			1,500 bush. barley.....	900 00
			1	Wilson's.....			Pickets.....	120 00
	18	Charlotte.....	3	Oswego.....			2,901 bush. wheat, 123,204 ft. lumber.....	7,468 81
			15	Charlotte.....			2,900 bush. wheat, 515,754 ft. lumber, 50 M laths, 143 M shingles, &c.....	11,747 17
	11	Oswego.....	10	Oswego.....			885,160 ft. lumber, 314,000 shingles.....	8,428 57
			1	Charlotte.....			Ballast.....	
			1	Pultneyville.....			1,480 bus. barley, 2,800 bus. wheat.....	4,788 00
	1	Sodus.....	1	Pultneyville.....			37,600 ft. lumber, 13 bus. pease.....	317 49
	1	Coburg.....	1	Charlotte.....			100 M laths, 309 bund. shingles.....	185 42
	1	Toronto.....	1	Oswego.....			Flour, lumber, &c.....	560 39
	1	Wilson's.....	1	Pultneyville.....			Lumber.....	150 92
	44		44					44,224 24

[illegible]

*Entered and cleared: 42 schooners, 2 brigs—44. Aggregate tonnage entered, 1,688.65.

Entered and cleared, 12 schooners, 2 brig-s—11. Aggregate tonnage entered, 1,382.
Entered and cleared: 40 schooners. Aggregate tonnage entered, 1,382.

Entered: 3 barks, 1 ship—4. Aggregate tonnage entered, 1,787.

Entered: 3 ships, 1 steamer—4. Cleared: 2 ships, 1 steamer—3, and 1 in port. Aggregate tonnage entered, 2,984.

Entered: 3 ships, 3 barks—6, and 1 in port. Cleared: 4 ships, and 3 in port. Aggregate tonnage, 2,419.82.

PORT LOUIS, (MAURITIUS.)

F. O. Robinson.

Quarter ended December
31, 1866.

Quarter ended March 31,
1867. §

Quarter ended June 30,
1867.||

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	Where from.	CLEARED.		Description.	Value.	No. of Vessels.	Description.	Value.
			No. of Vessels.	Where for.					
BRITISH DOMINIONS.									
PORT LOUIS, (MAURITIUS.)									
<i>F. O. Robinson.</i>									
Quarter ended June 30, 1867—Continued.	1	Boston	1	Calcutta.....	General cargo	\$30,000 00	1	In port.....	
	7		7			615,000 00	7		\$285,000 00
Quarter ended September 30, 1867.*	3	In port.....	1	New York.....	Before reported.....		{	General cargo	150,000 00
			1	Manila			1	Ballast	150,000 00
			1	Boston			1	General cargo	150,000 00
	1	Rio Janeiro.....	1	Hong Kong.....	Ballast.....		1	Ballast	20,000 00
	1	Rodrigues.....	1	Cruising.....	Whale oil and bone	20,000 00	1	Whale oil and bone	20,000 00
	1	Bourbon.....	1	Augier Point.....	Ballast.....		1	Ballast	
	1	New York.....	1	Hong Kong.....	do		1	do	
	7		7			20,000 00	7		330,000 00
PORTSMOUTH.									
<i>J. Garratt.</i>									
Quarter ended December 31, 1866.		No arrivals						No departures	
2d, 3d, and 4th quarters ..		No arrivals						No departures	
QUEBEC.									
<i>G. H. Holt.</i>									
1st and 2d quarters.....		No reports.....							

Quarter ended June 30, 1867. ^f	1 1	Cleveland..... Las Palmas.....	1 1	Ogdensburg..... In port.....	1 1	266 tons stone..... Ballast.....	1 1	1, 330 00 1, 330 00	1 1	Ballast..... In port.....	11, 270 00
Quarter ended September 30, 1867. ⁺	2	In port.....	2	Before reported.....	1	215 pes. oak, 106 pes. white pine, 146 pes. tamarac, 100 pes. red pine, 84,009 pes. pine deals, 4 M pipe staves, 3 M white-oak staves.	1		1	8, 537 00	
	1	Portland.....	1	Monte Video.....	1	Ballast.....	2		2	19, 807 00	
SALT CAY, (TURK'S ISLAND.) A. W. Harriot.	1	Trinidad.....	1	New York.....	1	Ballast.....	1		1	11, 086 bush. salt, 34 lots old sails and rigging.	
Quarter ended December 31, 1866. [§]	1 2 1	Boston..... Barbadoes..... Martinique.....	1 2 1	Grand Turk..... New York..... Philadelphia.....	1 2 1	do..... do..... do.....	1 2 1		1 2 1	10, 020 bush. salt. 10, 352 bush. salt. 11, 524 bush. salt.	
	1 6	Grand Turk.....	1 6	East Harbor.....	1 6	Lumber and shingles.....	1 6	1, 950 00 1, 950 00	1 6	Ballast.....	5, 855 23
Quarter ended March 31, 1867.||	1	Grand Turk.....	1	New Orleans.....	1	Ballast.....	1		1	5, 024 bush. salt.	
Quarter ended June 30, 1867. [¶]	1 1 2 1	Grand Turk..... Philadelphia..... New York..... Boston.....	1 1 2 1	Lewiston, Del..... Philadelphia..... New York..... Philadelphia.....	1 1 2 1	Ballast..... do..... Assorted cargoes..... Ballast.....	1 1 2 1		1 2 1 5	5, 746 bush. salt. 11, 956 bush. salt. 34, 150 bush. salt. 17, 560 bush. salt.	
Quarter ended September 30, 1867. ^{**}	7	New York.....	7	New York.....	5 2	Assorted cargoes, &c..... Ballast.....	7	4, 175 58	7	117, 898 bush. salt.	14, 387 09

* Entered: 2 steamers, 1 bark, 1 ship—4, and 3 in port. Cleared: 2 steamers, 4 ships, 1 bark—7. Aggregate tonnage, 6,962.

† Entered: 1 schooner, 1 ship—2. Cleared: 1 schooner, and 1 in port. Aggregate tonnage, 997.

‡ Entered: 1 ship, and 1 in port. Cleared: 2 ships. Aggregate tonnage, 895.

§ Entered and cleared: 1 bark, 2 brigs, 3 schooners—6. Aggregate tonnage entered, 1,746.26.

|| Entered and cleared: 1 schooner. Tonnage entered, 655.62.

¶ Entered and cleared: 2 barks, 2 brigs, 1 schooner—5. Aggregate tonnage entered, 1,688.50.

** Entered and cleared: 5 barks, 6 brigs, 2 schooners—13. Aggregate tonnage entered, 4,465.66.

Quarter ended September 30, 1867, §	3	Portland.....	1	Portsmouth.....	1	70 bags corn meal.....	1	3,300 sleepers.....	1	512 00
	1	Portland.....	1	Portland.....	1	Ballast.....	1	37 tons hay.....	1	370 00
	2	do.....	2	do.....	2	do.....	2	100 tons hay.....	2	1,900 00
	1	Savannah.....	1	Savannah.....	1	do.....	1	83 tons hay.....	1	747 00
Quarter ended December 31, 1866, ||	1	Portsmouth.....	1	Portland.....	1	do.....	1	300 sleepers.....	1	480 00
	1	Calais.....	1	Boston.....	1	do.....	1	305 000 shingles, 1,350 sleepers, 38,896 lbs. lin., 50 bags oats, 308 ft. boards.....	1	822 00
	1	Macbias.....	1	Macbias.....	1	do.....	1	do.....	1	183 94
	10	do.....	10	do.....	10	do.....	10	do.....	10	5,788 94
ST. CHRISTOPHER. E. S. Delisle.	1	Calais.....	1	New York.....	1	Ballast.....	1	Sawed lumber.....	1	1,326 06
	1	Portland.....	1	Waldoboro'.....	1	do.....	1	Cedar poles and sleepers.....	1	232 00
	2	do.....	2	do.....	2	do.....	2	do.....	2	1,558 06
	1	New Haven.....	1	New Haven.....	1	Ballast.....	1	1,800 bbls. salt.....	1	540 00
Quarter ended March 31, 1867, ¶	1	Washington.....	1	Trinidad.....	1	do.....	1	Ballast.....	1	do
	1	New York.....	1	Curacao.....	1	800 bbls. breadstuffs.....	1	do.....	1	do
	3	do.....	3	do.....	3	do.....	3	do.....	3	540 00
	2	St. Vincent.....	2	Norfolk.....	2	Ballast.....	2	1,512 bbls. salt.....	2	633 68
3d and 4th quarters.....	1	Barbadoes.....	1	New York.....	1	do.....	1	do.....	1	640 00
	1	Martinique.....	1	Georgetown.....	1	do.....	1	Salt and molasses.....	1	2,012 13
	2	New York.....	1	Baracoa.....	1	800 bbls. breadstuffs.....	1	Ballast.....	1	do
	6	do.....	6	Porto Rico.....	6	1,700 bbls. breadstuffs.....	6	do.....	6	3,285 81
ST. GEORGE, N. E. A. Sprague.	No reports.....	No reports.....	No reports.....	No reports.....	No reports.....	No reports.....	No reports.....	No reports.....	No reports.....	No reports.....
	1	Salem.....	1	Boston.....	1	Ballast.....	1	900 bbls. lime.....	1	540 00
	1	New York.....	1	New York.....	1	do.....	1	70,000 ft. lumber, 359,000 laths.....	1	1,292 50
	1	Eastport.....	1	Boston.....	1	do.....	1	65,000 ft. lumber.....	1	320 00

¶ Entered and cleared: 5 schooners. Aggregate tonnage entered, 466.

§ Entered and cleared: 4 schooners. Aggregate tonnage entered, 467.

† Entered and cleared: 10 schooners. Aggregate tonnage entered, 1,152.

§ Entered and cleared: 2 schooners. Aggregate tonnage entered, 257.

|| Entered and cleared: 3 schooners. Aggregate tonnage entered, 324.69.

¶ Entered and cleared: 2 brigs, 4 schooners—6. Aggregate tonnage entered, 803.

**Entered and cleared: 7 schooners, 1 bark—8. Aggregate tonnage entered, 1,299.77.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.								
	ENTERED.		Where from.	CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	No. of Vessels.		No. of Vessels.	Where for	No. of Vessels.	Description.	Value.	Description.	Value.		
BRITISH DOMINIONS. ST. GEORGE, N. E. <i>A. Sprague.</i> Quarter ended December 31, 1866—Continued.	1	Portland	1	Liverpool	5	Ballast.....			1	450,000 ft. deals.....	\$3,600 00	
	1	S. W. Harbor.....	1	Boston					1	70,000 ft. lumber.....	227 50	
	1	Machias	1	do					1	66,000 boards, 76,000 laths.....	561 00	
	1	Boston	1	do					1	70,000 ft. lumber.....	780 00	
	1	Wiscasset	1	Wiscasset					1	350 bbls. herring.....	1,400 00	
	8	.....	8	.....	8	.....			8	.....	8,720 00
	2d quarter.....	.....	No report .....	.....	.....	.....	.....	.....	.....	.....	.....
	Quarter ended June 30, 1867.*	2 7	Machias	2 6	New York..... Boston	11	Ballast.....			2 6	1,050 spruce polls..... Boards, laths, shingles	400 31 3,042 50
	1	S. W. Harbor	1	New York.....	1					502 spruce polls.....	251 00	
	1	Eastport	1	Boston	1					73,000 ft. boards	620 50	
	11	.....	11	Portland	11	.....			1	76,000.....do.....	494 00
	2	Portland	1	New York.....	7	Ballast.....			1	71,240 ft. deals, 154,000 laths.....	739 33	
Quarter ended September 30, 1867.†	3	Boston	3	do					1	89,415 ft. boards, 15,000 shingles	653 16	
	1	Salem	1	New York.....					3	Lumber and lath	1,458 70	
	1	Braintree.....	1	do					1	Spruce spiles.....	142 32	
	7	.....	7	do					1	58,025 ft. deals, 320,000 laths.....	654 18
		.....	.....	.....	.....	.....			7	.....	3,677 69

ST. HELENA. <i>G. Gerard.</i> Quarter ended December 31, 1866.*	Whaling	5	Whaling	5	825 bbls. sperm and 740 bbls. whale oil, 1,500 lbs. bone, General cargo	\$75,000 00 10,000 00 86,000 00	5 1 6	Same as inward cargo..... do.....do.....do.....	86,000 00 86,000 00
2d, 3d, and 4th quarters..	No reports.....								
ST. JOHN'S, CANADA. <i>L. P. Blodgett.</i> Quarter ended December 31, 1866.†	Troy.....	13	Fort Covington..... Montreal.....	1 4	Ballast..... Ballast.....		1 2	Hoops, ashes, baskets..... 4,100 bus. barley..... 64 cords match blocks.....	2,460 00
			Three Rivers..... St. John's.....	1 2	do..... 20 tons coal..... Ballast.....		1 1 1	Ballast..... 28,298 ft. lumber..... 4,200 bus. barley.....	2,530 00
			Soul..... Beaubarnais..... Calumet Falls..... St. Charles..... Montreal.....	2 1 1 1 19	do..... 131 tons coal..... Ballast..... do..... 216 tons sugar..... 186 tons coal..... Ballast.....	917 00	2 1 1 12 7	Ballast..... 4,314 bus. barley..... 93,333 ft. lumber..... 9,407 bus. oats..... 556,454 ft. lumber..... 4,817 bus. barley..... 15,067 bus. oats..... Ballast.....	2,588 00 980 00 2,822 00
	Whitehall.....	62				1,302 00			13,213 00
			St. John's.....	30	do.....		13 17	do..... 4,428 bus. barley, 352,763 feet lumber, 31,374 bus. oats, 50 cords hemlock bark, &c.	20,220 00
			Three Rivers..... River du Loup..... Hawkinsburg..... Nicholet..... St. Charles.....	3 1 2 1 3	do..... do..... do..... do..... do.....		3 2 1 1 2	197,675 ft. lumber..... 78,800.....do..... 166,523.....do..... 45,360.....do..... 4,336½ bus. barley..... 9,017 bus. oats..... Ballast..... 6,498 bus. oats..... Ballast..... Molasses and coffee..... 7,592 ft. lumber..... 3,241 bus. barley.....	1,854 00 2,602 00 2,885 00 2,079 00
			Belle Isle..... St. Antoine.....	1 2	do..... do.....		1 1		
	Burlington.....	4	Soul..... St. Charles.....	1 1	do..... do.....		1 1		1,945 00

* Entered and cleared : 11 schooners. Aggregate tonnage entered, 1,186.94.

† Entered and cleared : 7 schooners. Aggregate tonnage entered, 568.

‡ Entered and cleared : 4 barks, 1 ship, 1 brig—4. Aggregate tonnage entered, 11,054.

§ Entered and cleared : 115 1st class, 37 2d, 25 3d, 14 4th—191. Aggregate tonnage entered, 13,849.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.		CARGOES.			
	ENTERED.		CLEARED.		INWARD.	
	No of Vessels.	Where from.	No of Vessels.	Where for.	Description.	Value.
BRITISH DOMINIONS. ST. JOHN'S, CANADA. L. P. Blodgett. Quarter ended December 31, 1866—Continued.	47	New York.....	2 29	St. John's..... Montreal.....	Ballast..... General cargo..... 949 tons sugar..... 1,066 tons coal, 100 bbls. coal oil, 100 bbls. raisins, 335 pks. coal.	..... ..... ..... \$2,232 00
			2		175,971 ft. lumber..... 1 general cargo, 6 ballot..... 1,06,071 ft. lumber..... 23,102 bus. barley, 95 bbls. min- eral paint, 58 cords match blocks.	1,064 00 16,234 00
			2		6,640 bus. oats, 103 hds. 11 tes. molasses.	.....
			2		138,228 ft. lumber.....	345 00
			7		310,118.....do.....	.....
			7		147½ cords match blocks, 532,000 laths.	601 00
			1		4,372 bus. barley.....	2,623 00
			1		4,100.....do.....	2,460 00
			1		50,450 ft. lumber.....	.....
			2		23,500 laths.....	.....
			2		8,906 bus. coal.....	5,344 00
			1		6,371 bus. oats.....	1,912 00
			1		52 bbls. mineral paint, 60,565 ft. lumber.	.....
			1		3,680 bus. flaxseed.....	5,400 00
			1		General cargo.....	.....
			3		203,188 ft. lumber.....	.....
			2		Unknown.....	.....
			1		53,903 ft. lumber.....	.....
			1		56,380.....do.....	.....
			2		5,806 pes. lumber.....	.....
			1		66,304 ft. lumber.....	.....
			1		Unknown.....	.....
			1		Ballast.....	.....
	9	Albany.....	5	St. John's.....	General cargo..... 40 tons coal, 20 tons mouldings, and 40 cords cord wood.	838 00
			3		Ballast.....	.....
			1		100 tons moulding sand.....	250 00
			1		Ballast.....	.....
			2		Muskouge.....	.....
	5	Port Henry.....	2	Montreal.....	173 tons iron ore.....	.....
			1	St. John's.....	Ballast.....	.....

3	Portland	1	Liverpool	1	do	1	250 assorted deals	4,000 00
		1	Windsor, N. S.	1	50 tons feed, 1,276 bbls. flour	1	Ballast	813 85
		1	Baltimore	1	20 tons feed, 800 bbls. flour	1	130,000 laths, 79,580 scantling,	535 00
2	Machias	1	Boston	1	Ballast	1	13,000 laths, 40,000 boards,	
		1	New York	1	do	1	1,900 railroad sleepers.	150 00
		1	In port	1	do	1	In port	
		1	do	1	do	1	do	
		1	Halifax	1	1,856 bbls. flour	1	399,000 laths, 59,460 palings	780 47
		1	Baltimore	1	Ballast	1	1,102,000 laths, 130,000 pickets.	2,191 60
		1	Philadelphia	1	40 bales oakum	1	502,900 laths, 98,170 pickets.	1,442 68
		1	Philadelphia	1	Ballast	1	4,500 shooks	2,750 00
		1	Havana	1	do	1	do	
59		59		59		59		38,457 30
3	In port	1	Mobile	3	Before reported.	2	Ballast	
		1	Eastport	1	do	1	In port	
19	Eastport	14	Eastport	14	Passengers	14	Assorted cargoes	38,024 80
		2	Philadelphia	2	Ballast	2	69,750 palings, 1,318,900 laths.	2,330 33
		2	Havana	2	do	2	90,000 ft. lumber, 12,704 S. B. shooks.	7,252 00
4	Portland	1	Portland	1	2,700 bbls. flour	1	Ballast	
		2	Havana	2	Ballast	2	12,252 S. B. shooks	6,141 00
		2	Matanzas	2	do	2	58,418 ft. boards, 9,673 S. B. shooks.	5,596 32
2	Philadelphia	1	Havana	1	361 tons anthracite coal	1	6,000 S. B. shooks	3,000 00
		1	In port	1	193 tons anthracite coal	1	In port	
		1	Havana	1	Ballast	1	13,086 S. B. shooks	6,543 00
		1	do	1	do	1	4,948 S. B. shooks	2,474 00
		1	Newcastle	1	do	1	140,083 ft. lumber	1,821 07
		1	Unbec.	1	do	1	201,698 ft. lumber	2,833 77
		1	Machias	1	do	1	500 spruce poles	175 00
		1	Boston	1	do	1	520 spruce poles	200 00
		1	North Haven	1	do	1	1,500 bush. salt	495 00
		1	In port	1	do	1	In port	
36		36		36		36		76,876 29
3	In port	1	In port	3	Before reported.	1	In port	
		1	Philadelphia	1	do	1	Lumber	744 77
		1	New York	1	do	1	365 spruce spiles	150 00
30	Eastport	25	Eastport	25	7,500 bbls. flour	25	General cargoes	78,586 74
		2	Philadelphia	2	Ballast	2	Lumber	1,350 88

Quarter ended March 31, 1867.	Quarter ended June 30, 1867.
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* Entered: 42 steamers, 26 schooners, 11 sloops, 101 canal boats and barges—180. Cleared: 40 steamers, 26 schooners, 11 sloops, 91 canal boats—163. In port, 12. Aggregate tonnage entered, 13,654.

† Entered: 36 steamers, 2 ships, 4 brigs, 14 schooners—56; in port, 3. Cleared: 36 steamers, 1 ship, 3 brigs, 15 schooners—56; in port, 3. Aggregate tonnage entered, 39,897.

‡ Entered: 15 steamers, 2 brigs, 1 brig, 15 schooners—33; in port, 3. Cleared: 16 steamers, 1 ship, 2 brigs, 13 schooners—33; in port, 3. Aggregate tonnage entered, 17,707.

§ Entered: 29 steamers, 10 ships, 1 brig, 23 schooners—69; in port, 3. Cleared: 28 steamers, 9 ships, 1 brig, 23 schooners—61; in port, 11. Aggregate tonnage entered, 51,912.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.		
	No. of Vessels.	ENTERED.		No. of Vessels.	CLEARED.	
		Where from.	Where for.		Description.	Value.
BRITISH DOMINIONS, SINGAPORE. <i>I. Sione.</i> Quarter ended December 31, 1866.*	1	Bombay.....	Hong Kong.....	1	Ballast.....	General cargo.....
	2	Point de Galle.....	In port.....	2	do.....	In port.....
	3	Hong Kong.....	Hong Kong.....	1	do.....	General cargo.....
	1	Manila.....	In port.....	2	do.....	1,205 tons timber.....
	1	Mauritius.....	Mauritius.....	1	do.....	In port.....
	1	Sabuan.....	In port.....	1	210 tons coal.....	In port.....
	2	Batavia.....	Calcutta.....	1	General cargo.....	Ballast.....
	1	Swatow.....	Boston.....	1	Ballast.....	600 tons general cargo.....
	1	Saigon.....	In port.....	1	General cargo.....	In port.....
	1	Rio de Janeiro.....	In port.....	1	Rice.....	In port.....
	1		Kanagawa.....	1	Ballast.....	Ballast.....
	13			13		133,000 00
Quarter ended March 31, 1867.†	7	In port.....	Rangoon.....	4	Before reported.....	Ballast.....
	1	Batavia.....	Hong Kong.....	1	do.....	Rice.....
	1	Philadelphia.....	In port.....	2	do.....	In port, (1 sold).....
	1	New York.....	Penang.....	1	General cargo.....	General cargo.....
	1		Kanagawa.....	1	Ballast.....	Ballast.....
	1		In port.....	1	do.....	In port.....
	10			10		75,000 00
	1	In port.....	Boston.....	1	Before reported.....	General cargo.....
	2	Mauritius.....	Hong Kong.....	2	Ballast.....	1 ballast, 1 general cargo.....
	2	Batavia.....	do.....	1	do.....	Ballast.....
Quarter ended June 30, 1867.‡	1	Shields.....	Penang.....	1	do.....	General cargo.....
	1		In port.....	1	1,600 tons coal.....	In port.....
	6			6		15,000 00
	6			6		415,000 00

Quarter ended September 30, 1867.*	1	Shields.....	1	Hong Kong.....	1	1,650 tons coal.....	16,500 00	1	Inward cargo.....
	1	Hong Kong.....	1	Bangkok.....	1	Ballast.....		1	Ballast.....
	1	Rio Janeiro.....	1	Hong Kong.....	1	do.....		1	do.....
	2	Bombay.....	2	Salgon and Bata- via.....	2	do.....		2	do.....
	1	Padang.....	1	New York.....	1	do.....		1	do.....
	1	Batavia.....	1	In port.....	1	General cargo.....	50,000 00	1	In port.....
	7		7				66,500 00	7	
Quarter ended December 31, 1866.		No arrivals.....							No departures.....
Quarter ended March 31, 1867.†	2	New York.....	2	Bremen.....	2	General cargo.....		2	Inward cargo.....
	2	Bremen.....	2	New York.....	2	do.....		2	do.....
	4		4		4			4	
Quarter ended June 30, 1867.‡	6	New York.....	6	Bremen.....	8	General cargo.....		8	Inward cargoes.....
	2	Bremen.....	2	New York.....	8			8	
	8		8						
Quarter ended September 30, 1867.**	6	New York.....	6	Bremen.....	12	General cargo.....		11	Inward cargo.....
	6	Bremen.....	6					1	In distress.....
	12		12		12			12	
Quarter ended December 31, 1866.††	1	San Francisco.....	1	Shanghai.....	1	Wheat, flour, and oats.....		1	950 tons coal.....
	1	Constitution.....	1	Tahiti.....	1	Flour.....		1	497 tons coal.....
	1	Arctic ocean.....	1	In port.....	1	45 tons fish.....		1	In port.....
	1	British Columbia.....	1	In port.....	1	Lumber.....		1	do.....
	4		4		4			4	

* Entered: 7 ships, 4 barks, 1 brig, 1 steamer—13. Cleared: 4 ships, 1 bark, 1 steamer—6, and 7 in port. Aggregate tonnage entered, 11,413.67.
† Entered: 1 bark, 2 steamers—3, and 7 in port. Cleared: 5, class not given, 1 bark, 1 steamer—7, and 3 in port. Aggregate tonnage entered, 1,919.19.
‡ Entered: 3 steamers, 2 ships—5, and 1 in port. Cleared: 2 ships, 3 steamers—5, and 1 in port. Aggregate tonnage entered, 5,135.25.
§ Entered: 5 ships, 1 bark, 1 steamer—7. Cleared: 4 ships, 1 bark, 1 steamer—6, and 1 in port. Aggregate tonnage entered, 6,343.16.
|| Entered and cleared: 4 steamships. Aggregate tonnage entered, 9,955.
** Entered: 12 steamers, and 1 in distress. Cleared: 11 steamers, and 1 in distress. Aggregate tonnage entered, 30,376.
†† Entered: 2 ships, 1 brig, 1 schooner—4. Cleared: 1 ship, 1 brig—2, and 2 in port. Aggregate tonnage entered, 1,867.

SOUTHAMPTON.

J. Britton.

SYDNEY, N. S. W.

R. D. Morrill.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS.			CARGOES.		
	ENTERED.		Where for.	INWARD.		OUTWARD.
	No. of Vessels.	Where from.		No. of Vessels.	Description.	No. of Vessels.
BRITISH DOMINIONS. SYDNEY, N. S. W. <i>R. D. Morrill.</i> Quarter ended March 31, 1867.* <i>H. H. Hall.</i> Quarter ended June 30, 1867.†	1	Adelaide	1 San Francisco ...	1	Ballast.....	1
	1	San Francisco...	1 San Francisco ...	1	45 tons salt fish	1
	1	Sea, disabled ..	1 San Francisco ...	1	Coal	1
	1	New York.....	1 San Francisco...	1	425 pkgs. ginger brandy, 8 bxs. books.	1
					4,304 cases kerosene oil.....	
					6 casks wringers	
					123 4-tes, 9 1-tes, 38 1-4-bxs, 2 cases tobacco.	
					19 pkgs. hardware	
					5 bxs. spokes and hubs	
					3 cases axo handles	
Quarter ended September 30, 1867.‡					2 iron worms	
					153 bxs. axes.....	
					3 bxs. picks	
					115 pkgs merchandise	
					60 cases pain killer.....	
					32,254 ft. white oak.....	
					138,769 ft. lumber.....	
					200 corn-shellers	
					4 rounds boards, 2 bdls. bolts and stays.	
					330 cases preserved fish.....	
Quarter ended September 30, 1867.‡	1	Calcutta	1 San Francisco ...	1	Rice	1
	1	London	1 In port.....	1	General merchandise.....	1
	5	5	5	5
	1	In port.....	1 Callao.....	1	Before reported	1
					
					
					
					
					
					
Quarter ended September 30, 1867.‡					
					
					
					
					
					
					
					
					
					
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Quarter ended September 30, 1867.‡					
					
					
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TRINIDAD.

E. H. Fitt.

Quarter ended December

31, 1866. §

57 F C

[illegible]

* Entered and cleared: 1 barkentine. Tonnage, 646.75.

* Entered and cleared: 1 barkentine. Tonnage, 646.75.
† Entered, 2 schooners 9 barks 1 clipper—5 Clearer, 2 schooners 2 barks—4 and 1 in port. Aggregate tonnage entered, 2,658.

† Entered: 2 schooners, 2 bark, 1 ship—3. Cleared: 1 ship.

† Entered: None; 1 in port. Cleared: 1 ship.
 ‡ Entered and cleared: 6 barks. 4 brigantines. 3 schooners. 2 brigs—15. Aggregate tonnage entered, 3,016.

Entered and cleared : 6 barks, 4 brigantines, 3 schooners, 2 brigs—15. Aggregate tonnage entered, 2,033. Entered and cleared : 7 barks, 2 brigs, 2 schooners—11. Aggregate tonnage entered, 2,033.

|| Entered and cleared: 7 barks, 2 brig^s, 2 schooners—11. Aggregate tonnage entered, 2, 2, 2. Aggregate tonnage entered, 739.

* Entered and cleared: 1 brig, 1 bark—4. Aggregate tonnage entered, 739.

* Entered and cleared: brigs, 1 bark, 2 brigantines, 1 schooner—7. Aggregate tonnage entered, 1,540.

Quarter ended June 30, 1867.	1	1	In port Georgetown, S.C.	1	1	New York.....	1	1	Before reported.....	1	1	122,000 ft.lumber, 63,250 shingles	1	1	1,732 36	1	1	Part inward cargo 32½ tons metals, 3,200 — wood, 5,289 bush. salt.	1	1	32½ tons metals, 3,200 — wood, 5,289 bush. salt.	1	1	1,318 74
	2	2	New York.....	1	1	In port.....	1	1	Ballast.....	1	1	282 15	1	1	282 15	1	1	Part inward cargo	1	1	Part inward cargo	1	1	
	3	3	Wilmington	1	1	Nicaragua	1	1	General cargo	1	1	95,000 ft. lumber, 95,500 shingles	1	1	2,282 00	1	1	do.	1	1	do.	1	1	
	3	3	Wilmington	1	1	Salt Cay	1	1	Assorted cargo	2	2	Assorted cargo	2	2	5,502 20	2	2	do.	2	2	do.	2	2	
	1	1	Portland.....	1	1	Inagua	1	1	do.	1	1	do.	1	1	1,800 00	1	1	do.	1	1	do.	1	1	
	9	9	Portland.....	1	1	Honduras	1	1	202,000 ft.lumber, 333 bbls.shooks	1	1	2,926 06	1	1	2,926 06	1	1	5,256 bush. salt	1	1	5,256 bush. salt	1	1	684 28
	9	9	Portland.....	1	1	Portland	1	1		9	9	14,525 37	9	9	14,525 37	9	9		9	9		9	9	2,003 02
Quarter ended September 31, 1866, §	1	1	In port.....	1	1		1	1	Before reported.....	1	1		1	1		1	1	Wrecked goods, rags, old metal	1	1	Wrecked goods, rags, old metal	1	1	134 22
	4	4	Boston	1	1	Boston	1	1	Ballast	1	1	1,466 18	1	1	1,466 18	1	1	24,350 bush. salt	1	1	24,350 bush. salt	1	1	2,441 95
				1	1	Bancroa	1	1	Assorted cargo	1	1	741 24	1	1	741 24	1	1	9,400 bush. salt	1	1	9,400 bush. salt	1	1	1,224 75
	1	1	Philadelphia.....	1	1	Fortune Island.....	1	1	do.	1	1	1,800 00	1	1	1,800 00	1	1	do.	1	1	do.	1	1	
	2	2	Porto Rico	1	1	Honduras	1	1	Ballast	2	2		2	2		2	2	1,459 bush. salt	2	2	1,459 bush. salt	2	2	1,892 25
	2	2	New York.....	1	1	New York.....	1	1	do.	2	2		2	2		2	2	15,492 bush. salt	2	2	15,492 bush. salt	2	2	1,976 40
	1	1	Martinique	1	1	Salt Cay	1	1	Assorted cargo	1	1	10,413 62	1	1	10,413 62	1	1	14,146 bush. salt	1	1	14,146 bush. salt	1	1	1,630 04
	1	1	Guadeloupe	1	1	Newport	1	1	Ballast	1	1		1	1		1	1	6,486 bush. salt	1	1	6,486 bush. salt	1	1	845 93
	1	1	St. Thomas.....	1	1	Boston	1	1	do.	1	1		1	1		1	1	9,000 bush. salt	1	1	9,000 bush. salt	1	1	1,138 25
	13	13	St. Thomas.....	1	1	Philadelphia.....	1	1	do.	13	13	14,421 04	13	13	14,421 04	13	13	11,140 bush. salt	13	13	11,140 bush. salt	13	13	1,395 75
				13	13		13	13		13	13	14,421 04	13	13	14,421 04	13	13		13	13		13	13	12,609 54
VICTORIA, V. I. A. Francis.	5	5	San Francisco.....	5	5	San Francisco	5	5	General cargo	5	5	247,785 00	5	5	247,785 00	5	5	Dry goods, furs, and skins	5	5	Dry goods, furs, and skins	5	5	38,182 00
Quarter ended December 31, 1866, ¶	47	47	Puget Sound	47	47	Puget Sound	47	47	Produce, &c.....	47	47	22,970 00	47	47	22,970 00	47	47	Dry goods and groceries	47	47	Dry goods and groceries	47	47	4,239 00
	6	6	Astoria.....	6	6	Astoria.....	6	6	do.	6	6	21,721 00	6	6	21,721 00	6	6	do.	6	6	do.	6	6	7,135 00
	2	2	England.....	2	2	Puget Sound	2	2	General cargo	2	2	234,406 00	2	2	234,406 00	2	2	General cargo and passengers.	2	2	General cargo and passengers.	2	2	9,682 00
	147	147	British Columbia.....	147	147	British Columbia.....	147	147	Furs, skins, &c.....	147	147	27,174 00	147	147	27,174 00	147	147	Dry goods and liquors.	147	147	Dry goods and liquors.	147	147	18,638 00
	2	2	Sandwich Islands.....	2	2	Sandwich Islands.....	2	2	Sugar, coffee, &c.....	2	2	28,226 00	2	2	28,226 00	2	2	do.	2	2	do.	2	2	1
	2	2	Sitka.....	1	1	In port.....	1	1	Ballast	1	1		1	1		1	1	Dry goods and liquors.	1	1	Dry goods and liquors.	1	1	5,116 00
	10	10	San Juan island.....	10	10	San Juan island.....	10	10	Produce	10	10	1,423 00	10	10	1,423 00	10	10	Dry goods and groceries.	10	10	Dry goods and groceries.	10	10	959 00
	221	221		221	221		221	221		221	221	603,765 00	221	221	603,765 00	221	221		221	221		221	221	83,942 00

*Entered and cleared: 5 barks, 5 brigs, 9 schooners—19. Aggregate tonnage entered, 4,447.

Entered: 1 brig, 7 schooners—8. Cleared: 1 brig, 6 schooners—7; in port, 1. Aggregate tonnage entered, 898.

† Entered: 2 barks, 1 brig, 5 schooners—8; in port, 1. Cleared: 1 bark, 1 brig, 6 schooners—8; in port, 1. Aggregate tonnage entered, 1,788.

Entered and cleared: 3 barks, 7 brigs, 3 schooners—13. Aggregate tonnage entered, 3,423.

|| Entered: 221, class not given. Cleared: 219, class not given; in port, 2. Aggregate tonnage entered, 27,595.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS.			CLEARED.			INWARD.			CARGOES			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.		
BRITISH DOMINIONS VICTORIA, V. I. <i>A. Francis.</i> Quarter ended March 31, 1867.*	2 4 49 6 108	In port..... San Francisco... Port Townsend... Astoria..... British Columbia.	2 4 49 6 107	Not reported... San Francisco... Port Townsend... Astoria..... British Columbia In port.....	2 4 49 6 108	Before reported... General cargo... Cattle, sheep, and ballast... Produce... Not reported...	\$111, 102 00 31, 744 31 11, 284 00	2 4 49 6 107 1	Not reported... Furs, skins, 2d-hand furniture... Dry goods, &c.... Dry goods and liquors... Not reported... In port.....	\$50, 691 23 4, 134 25 6, 866 65					
Quarter ended June 30, 1867.	169	No report	169				154, 130 31	169					61, 692 13		
Quarter ended September 30, 1867.*	9 32 6 81	San Francisco... Port Townsend... Astoria..... British Columbia and Vancouver island.	7 34 6 81	San Francisco... Port Townsend... Astoria..... British Columbia and Vancouver island.	9 32 6 81	Merchandise and produce... Produce, &c.... do..... Not reported...	121, 623 00 29, 861 00 12, 917 00	7 34 6 81	Furs, lumber, merchandise, &c... Merchandise and ballast... Merchandise and coal... Not reported...	42, 383 57½ 1, 490 92 9, 920 70½					
WEYMOUTH. <i>W. Roberts.</i> 1st, 2d, 3d, and 4th quar- ters.	1 1 130	England..... Russian America.	1 1 130	In port..... Russian America.	1 1 130	General merchandise... Ballast...	90, 000 00	1 1 130	In port... Coal.....	2, 108 00			55, 702 60		
WINDSOR. <i>A. J. Stevens.</i> 1st, 2d, 3d, and 4th quar- ters.		No arrivals.							No departures						
		No arrivals.							No departures						

FRENCH DOMINIONS.

BORDEAUX.

W. E. Gleason.

Quarter ended December
31, 1866†

3	New Orleans	1	Cardiff	1	117,990 staves.	15,809 00	1	Ballast
1	New York	2	In port	2	402 bales cotton, 82,800 staves	77,060 00	2	In port
1	Glenwood	1	New Orleans	1	262 bales cotton, 9,600 staves	65,000 00	1	do
5		5	In port	1	288 — tobacco, 1,200 staves	50,000 00	1	do
						207,869 00	5	

Quarter ended March 31,
1867‡

4	In port	4	New York	4	Before reported.		4	Not accounted for
1	Yarmouth	1	New Orleans	1	462 bales cotton, 114,000 staves, 18 hds. tobacco.		1	Wines, brandy, &c.
1	New York	1	New Orleans	1	Ballast		1	General merchandise
6		6		6			6	

Quarter ended June 30,
1867.§

5	New Orleans	1	New Orleans	1	Staves		1	General merchandise
2	Havre	4	In port	4	do		4	In port
		1	New York	2	Ballast		2	General merchandise
7		7	New Orleans	7			7	

Quarter ended September
30, 1867.||

3	In port	1	New York	3	Before reported.		1	Ballast
5	New Orleans	1	Philadelphia	2	Staves		2	General merchandise
3	New York	2	Buenos Ayres	3	Ballast		3	In port
		3	In port	1	Staves		1	Wines and passengers
1	Baltimore	1	Savannah	1	Tobacco		1	Ballast
1	Savannah	1	In port	1	Ballast		1	In port
1	Havre	1	Savannah	1	Tobacco and staves		1	Ballast
1	City Point	1	New York	1	Wines and staves		1	General merchandise
15		15	New Orleans	1	Ballast		1	do
			In port	1	do		1	In port
							15	

* Not stated.

† Entered: 2 ships. Aggregate tonnage entered, 1,436.

‡ Entered and cleared: 2 ships. Aggregate tonnage entered, 3,347.

§ Entered: 4 barks, 2 brigs, 1 ship—7. Cleared: 2 barks, 1 brig—3, and 4 in port. Aggregate tonnage entered, 3,347.

|| Entered: 4 ships, 7 barks, 1 brig—12, and 3 in port. Cleared: 6 barks, 1 brig, 3 ships—10, and 5 in port. Aggregate tonnage entered, 7,574. 82.

† Entered: 2 ships, 1 schooner, 1 brig, 1 bark—5. Cleared: 1 ship, and 4 in port. Aggregate tonnage entered, 2,441. 46.

Quarter ended March 31, 1867.*†	1	Jacksonville.....	1	Jacksonville.....	1	176,519 ft. P. P. lumber.....	5,775 00	1	Oranges.....	1	8,971 67
	1	St. Mary's.....	1	In port.....	1	P. P. lumber.....	6,239 00	1	In port.....	1	
	2	Norfolk.....	1	In port.....	1	Staves, shooks, and sundries ..	30,627 14	2	do.....	2	
	6		6		6		74,641 14	6		6	
Quarter ended June 30, 1867.*‡	3	In port.....	3	Cuba.....	3	Before reported.....		3	Not reported.....	3	
	5	New York.....	1	Porto Rico.....	1	Provisions and tobacco.....	8,000 00	1	Ballast.....	1	
			3	St. Martin.....	1	do.....	5,409 00	1	do.....	1	
			3	Baracoa.....	3	Provisions and shooks.....	12,319 33	3	do.....	3	
	1	Georgetown.....	1	St. Kitts.....	1	Sundries.....	3,600 00	1	Brandy.....	1	267 61
	1	Portland.....	1	Bonaire.....	1	4,000 shooks.....	8,000 00	1	Ballast.....	1	
	2	Jacksonville.....	1	Porto Rico.....	1	120,592 ft. P. P. lumber.....	4,192 00	1	do.....	1	
			1	Cienfuegos.....	1	Provisions.....	3,856 00	1	do.....	1	
	12		12		12		52,367 33	12		12	267 61
Quarter ended September 30, 1867.††	1	Georgetown.....	1	Porto Rico.....	1	48,265 ft. lumber.....	1,480 00	1	Ballast.....	1	
	3	New York.....	3	Baracoa.....	3	Provisions and tobacco.....	45,030 00	3	do.....	3	
	1	Stockton.....	1	St. Thomas.....	1	140,000 ft. lumber.....	1,557 00	1	do.....	1	
	5		5		5		48,067 00	5		5	
	4	New York.....	2	St. Martin.....	2	Provisions.....	13,511 00	4		4	
			1	Martinique.....	1	do.....	7,430 00		Ballast.....		
			1	Grand Caymans ..	1	do.....	10,564 00				
	4		4		4		31,505 00	4		4	
Quarter ended December 31, 1866.††	2	In port.....	2		2	Before reported.....		8	Wines, dry goods, &c.....	8	
	6	New York.....	6	New York.....		13,798 bales cotton.....	1,931,720 00				
						8 casks and 8 cases of wax.....	11,000 00	4	Ballast.....	4	
	5	New Orleans.....	3	New Orleans.....	15	156 pkgs. whalebone.....	3,900 00				
Aggregate tonnage entered, 2,466.38.											
Aggregate tonnage entered, 552.95.											
Aggregate tonnage entered, 2,466.38.											
Aggregate tonnage entered, 1,491.54.											
Aggregate tonnage entered, 14,368.17.											

HAYRE.

D. Morris.

* 1 brig in port. Cleared: 1 brig. Tonnage before reported.

† Entered: 3 barks, 3 brigs—6. Cleared: 3 barks, 2 brigs—5, and 1 in port. Aggregate tonnage entered, 2,277.10.

‡ Entered: 1 brig, 1 bark—2, and in port 1. Cleared: 2 brigs, and in port 1. Aggregate tonnage entered, 915.69.

§ Entered: 1 bark, 1 brig—2, and 1 in port. Cleared: 1 bark, 1 brig—2, and 1 in port. Aggregate tonnage entered, 906.19.

|| Entered: 1 bark, 2 schooners, 3 brigs—6. Cleared: 1 bark, 2 schooners—3, and 3 in port. Aggregate tonnage entered, 511.66.

¶ Entered: 7 schooners, 2 brigs—9, and 3 in port. Cleared: 7 schooners, 2 brigs, 3 class not given—12. Aggregate tonnage entered, 1,491.54.

** Entered and cleared: 4 schooners, 1 brig—5. Aggregate tonnage entered, 552.95.

†† Entered: 7 ships, 4 barks, 2 brigs, 2 steamers—15, and 5 in port. Cleared: 8 ships, 2 barks, 2 steamers—12, and 5 in port. Aggregate tonnage entered, 14,368.17.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	ENTERED.		No. of Vessels.	CLEARED.		No. of Vessels.	INWARD.	
		Where from.	Where for.					Description.	Value.
FRENCH DOMINIONS. MARSEILLES. M. F. Conway. Quarter ended March 31, 1867.*	3	In port.....	Messina.....	3	Before reported.....		3	Ballast.....	
	3	Philadelphia.....	Licata.....	1	3,066 bbls. petroleum.....	\$33,726 00	1	General cargo.....	\$29,501 00
			New Orleans.....	1	1,201 bbls. petroleum.....	13,211 00	1	Ballast.....	
			Palermo.....	1	3,152 bbls. petroleum.....	34,672 00	1	In port.....	
	7	New York.....	Palermo.....	1	1,875 bbls. petroleum.....	20,625 00	1	Ballast.....	
			Messina.....	1	General cargo.....		1	do.....	
			Sicily.....	1	do.....		1	do.....	
			Genoa.....	1	3,000 bbls. petroleum.....	33,000 00	1	do.....	
	1	Yarmouth.....	In port.....	3	Petroleum, alcohol, &c.....	123,776 00	3	In port.....	
	1	York.....	Sicily.....	1	2,906 bbls. petroleum.....	31,966 00	1	Ballast.....	
	15		Havana.....	15	Ballast.....		1	do.....	
						290,976 00	15		29,501 00
Quarter ended June 30, 1867.†	4	In port.....	New York.....	4	Before reported.....		2	General cargo.....	88,284 00
	6	New York.....	Genoa.....	2	Ballast.....		2	Ballast.....	22,941 00
			New York.....	2	General cargo.....		2	General cargo.....	
			Sicily.....	1	do.....	12,277 00	1	Ballast.....	
			In port.....	3	do.....	214,938 00	3	In port.....	
	1	Providence.....	New York.....	1	do.....	33,407 00	1	General cargo.....	63,858 00
	7	Philadelphia.....	New York.....	2	do.....	27,500 00	2	do.....	90,363 00
			Palermo.....	1	do.....	22,451 00	1	Ballast.....	
			Menton.....	1	do.....	23,617 00	1	General cargo.....	13,935 00
			Montevideo.....	1	Ballast.....		1	Ballast.....	
	2	Boston.....	In port.....	2	General cargo.....	71,412 00	2	In port.....	
	1	Valencia.....	New York.....	2	do.....		2	General cargo.....	44,259 00
			Boston.....	2	do.....			Ballast.....	
	21		Montevideo.....	1	Ballast.....		1		
				21		405,592 00	21		323,640 00

Quarter ended Septem- ber 30, 1867. ‡	5	In port.....	1	New Orleans.....	3	Before reported.....	1	General cargo.....	35,538 00
				1 Boston.....			1	do.....	18,921 00
				3 New York.....			3	do.....	253,688 00
	7	New York.....	2	Buenos Ayres.....	2	2,207 bbls. petroleum, 1,100 bbls. alcohol, 34 hhd. tobacco, 3,000 staves.	2	Ballast.....	
				1 Genoa.....	1	Ballast.....	1	do.....	
				1 Malaga.....	1	2,500 bbls. petroleum.....	1	do.....	
				1 Smyrna.....	1	1,400 bbls. petroleum, 51 hhd. tobacco, 10,000 staves.	1	do.....	
				1 Sicily.....	1	16,000 staves, 1,333 hhd. tobacco.	1	do.....	
				1 Port Mahon.....	1	1,200 bbls. petroleum, 5,800 staves, 208 cases tallow, 35 hhd. tobacco.	1	do.....	
	2	Philadelphia.....	1	In port.....	1	3,075 bbls. petroleum.....	1	In port.....	
			1	Sicily.....	1	2,360 bbls. rosin, 1,842 bbls. petroleum.	1	Ballast.....	
	14		14				14		308,147 00
Quarter ended December 31, 1866. §	1	Callao.....	1	In port.....	1	1,520 tons guano.....	1	In port.....	
Quarter ended March 31, 1867. ||	1	In port.....	1	Cadiz.....	1	Before reported.....	1	Ballast.....	
	1	Callao.....	1	Cardiff.....	1	1,965 tons guano.....	1	do.....	
	2		2		2		2		
3d quarter.....		No arrivals.....						No departures.....	
Quarter ended Septem- ber 30, 1867. ¶	1	Havana.....	1	England.....	1	2,800 tons sugar.....	1	Ballast.....	
NAPOLÉON-VENDÉE.									
J. W. McClure.									
Quarter ended December 31, 1866.		No arrivals.....						No departures.....	

* Entered: 7 barks, 5 brigs—12, and 3 in port. Cleared: 7 barks, 4 brigs—11, and 4 in port. Aggregate tonnage entered, 6,091.

† Entered: 14 barks, 3 brigs—17, and 4 in port. Cleared: 13 barks, 3 brigs—16, and 5 in port. Aggregate tonnage entered, 7,217.

‡ Entered: 5 barks, 1 yacht, 2 brigs, 1 ship—9, and 5 in port. Cleared: 9 barks, 1 yacht, 2 brigs, 1 ship—13, and 1 in port. Aggregate tonnage entered, 4,925.

§ Entered: 1 ship. Cleared: 1 in port. Tonnage entered, 1,100 31.

|| Entered: 1 ship, and 1 in port. Cleared: 2 ships. Tonnage entered, 1,114 65.

¶ Entered and cleared: 1 bark. Aggregate tonnage entered, 506 7.

[illegible]

*Entered and cleared: 1, class not given. Tonnage entered, 1,015.87.

Entered and cleared: 4 schooners, 1 brig—5. Aggregate tonnage entered, 158.73.

Entered: 3 schooners, in port 1. Cleared: 4 schooners. Tonnage entered, 161.

Entered and cleared: 1 ship, 2 barks, 1 brig, 4 schooners—8. Aggregate tonnage entered, 1,410.

† Entered and cleared : 2 schooners. Aggregate tonnage entered, 261.38.

Entered and cleared: 2 schooners. Aggregate tonnage entered, 201.50.
 Entered and cleared: 1 schooner; 1 in port. Aggregate tonnage entered, 271.

Entered and cleared; 1 bark, 2 barkentines—3. Aggregate tonnage entered, 1,065.

Imported and cleared; 1 bale, 2 packages—
Aggregate tonnage entered, 1,000.
Imported and cleared, 1 bale, 2 packages—
Aggregate tonnage entered, 1,000.
Imported and cleared, 1 bale, 2 packages—
Aggregate tonnage entered, 1,000.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	Description.	Value.	
FRENCH DOMINIONS. TAHITI. <i>J. Vander.</i>	1	Puget Sound.....	1	Honolulu.....	1	600,000 ft. lumber.....	\$5,194 00	1	Ballast.....	\$4,460 00
	1	Valparaiso.....	1	San Francisco.....	1	Coal, spirits, ship chandlery.....	10,000 00	1	Coals, oranges, fungus.....	1,598 00
	4	San Francisco.....	3	do.....	1	Provisions and lumber.....	4,860 00	1	220,000 oranges, 30,000 lines.....	2,109 00
					1	Provisions, rice, lumber.....	9,283 00	1	300,000 oranges and lines.....	2,109 00
			1	Puget Sound.....	1	Provisions and machinery.....	7,600 00	1	200,000 oranges and cocoanuts.....	1,310 00
Quarter ended June 30, 1867.*	6		6		6	Lumber.....	5,600 00	6	Ballast.....	9,468 00
Quarter ended September 30, 1867.†	1	San Francisco...	1	San Francisco...	1	Provisions, rope, lumber, bricks.	9,000 00	1	Fungus, biche de mer, oranges, lines, cocoanuts.	2,393 00
SPANISH DOMINIONS, AGUADILLA, PORTO RICO. <i>E. A. Koppisch.</i>										
Quarter ended December 30, 1866.		No report.....								
Quarter ended March 31, 1867.‡	1	Jacksonville.....	1	St. Thomas.....	1	P. P. lumber.....		1	P. P. lumber.....	840 00
	1	Georgetown, S. C.....	1	Mayaguez.....	1	do.....	1,600 00	1	Ballast.....	
	2		2		2		1,600 00	2		840 00
Quarter ended June 30, 1867.§	1	New York.....	1	St. John's, P. R..	1	Assorted cargo.....	8,000 00	1	Part of inward cargo.....	5,000 00

4th quarter	No arrivals					No departures	
ALGECIRAS.							
<i>H. J. Sprague.</i>							
Quarter ended December, 31, 1866.	No report						
Quarter ended March 31, 1867.¶	7	6	Valencia	7	Guano	7	
	7	1	Tarragona	7		7	
3d and 4th quarters	No reports						
Alicante.							
<i>W. L. Giro.</i>							
Quarter ended December 31, 1866.¶	1	1	New York	1	357 hhds. tobacco, 24,000 staves.	1	884 casks wine, 2,456 cwt. licorice root, 275 bbls. mals, 301 bxs. shelled almonds.
							26, 134 36
2d and 3d quarters	No arrivals					No departures	
Quarter ended September 30, 1867.**	2	1	Cardiff	1	Ballast	1	50 tons old iron, 350 tons esparto grass.
		1	New York	1	do	1	400 tons old iron, 150 bbls. mals, 1,500 cwt. licorice root, 205 casks wine, 8 bxs. steel.
	2	2		2		2	13, 662 62
							19, 462 62
1st, 2d, and 3d quarters	No reports						
Quarter ended September 30, 1867.††	1	1	Boston or N. York	1	Ballast	1	2,202 qtls. of lead.
							8, 659 00

† Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 218.55.

‡ Entered and cleared: 1 brig. Tonnage entered, 119.

¶ Entered and cleared: 1 bark. Tonnage, 437.

†† Entered and cleared: 1 vessel. Tonnage entered, 267.

* Entered and cleared: 1 bark, 2 brigs, 3 schooners—6. Aggregate tonnage entered, 1,169.

† Entered and cleared: 7 ships. Aggregate tonnage entered, 8,458.

¶ Entered and cleared: 1 brig. Tonnage entered, 242.56.

** Entered and cleared: 1 ship, 1 bark—2. Aggregate tonnage, entered, 1,437.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	Entered.	CLEARED.		Description.	Value.	No. of Vessels.	Description.	Value.
			No. of Vessels.	Where for.					
SPANISH DOMINIONS. ARECIBO, P. R. <i>C. F. Stone.</i> Quarter ended December 31, 1866.*	2	Porto Rico	2	Baltimore	Ballast .....	.....	2	714,346 lbs. sugar, 1,890 galls. molasses.	\$34,019 49
	2	Guayma	2	New York	do .....	.....	2	2,645 tons satin wood, 32,583 galls. molasses.	10,172 72
	4	.....	4	.....	.....	.....	4	.....	44,192 21
	5 1 1	San Juan	1 2 3	Philadelphia	} Ballast .....	.....	{ 4 2	Sugar and molasses	17,529 26
Quarter ended March 31 1867.†	1	St. Thomas	2	New York .....		.....		Sugars	52,076 37
	1	Mayaguez	1	Baltimore .....		.....		Molasses	16,836 80
	7	.....	7	Boston .....	.....	.....	7	.....	86,442 43
Quarter ended June 30, 1867.‡	2	In port	2	Baltimore	Ballast .....	.....	2	704 hhds. sugar and 40 casks molasses.	42,418 55
	1	New Havsn	1	New Haven	Hoops and specie	\$11,000 00	1	279 casks molasses	8,023 30
	3	.....	3	.....	.....	11,000 00	3	.....	50,441 85
	1 1 1	Mayaguez, P. R.	1 1 1	Baltimore	Ballast .....	.....	1	Sugars	10,657 60
Quarter ended September 30, 1867.§	1	Arroyo, P. R.	1	New York	do .....	.....	1	do	22,250 39
	1	St. John's, P. R.	1	Baltimore	do .....	.....	1	Sugars and molasses	14,895 18
	1	New York	1	In port	Assorted cargo	15,800 00	1	In port .....	.....
	4	.....	4	.....	.....	15,800 00	4	.....	47,803 17

BARCELONA. <i>J. W. Little.</i> Quarter ended December 31, 1866.†	1	Boston.....	1	Palermo.....	1	Logwood, cotton, and staves.....	15, 029 00	1	Ballast.....	
	1	New York.....	1	Malaga.....	1	1,446 bbls. petroleum.....	26, 028 00	1	do.....	
	2	.....	2	.....	2	.....	41, 057 00	2	.....
	3	New York.....	2	Messina.....	2	178,680 staves.....	35, 736 00	2	Ballast.....	
Quarter ended March 31, 1867.‡	1	Boston.....	1	Tarragona.....	1	55,000 staves.....	11, 000 00	1	Inward cargo.....	11, 000 00
	1	Boston.....	1	Messina.....	1	65,500 staves.....	13, 100 00	1	Ballast.....	
	1	Cardiff.....	1	Alicante.....	1	452 tons coal.....	4, 520 00	1	do.....	
	5	.....	5	.....	5	.....	64, 356 00	5	.....	11, 000 00
Quarter ended June 30, 1867.**	1	Philadelphia.....	1	Menton.....	1	1,348 bbls. petroleum.....	16, 608 00	1	Ballast.....	
	1	Callao.....	1	Hampton Roads.....	1	1,300 tons general merchandise.....	78, 000 00	1	do.....	
	2	.....	2	.....	2	.....	94, 608 00	2	.....
	3	New York.....	1	Malaga.....	1	85,560 staves.....	25, 375 00	1	Ballast.....	
Quarter ended September 30, 1867.††	1	Boston.....	1	do.....	1	256 tons logwood.....	6, 500 00	1	do.....	
	1	Callao.....	1	In port.....	1	1,800 tons guano.....	108, 000 00	1	In port.....	
	3	.....	3	.....	3	.....	139, 875 00	3	.....
	2	New York.....	1	New York.....	1	6,000 staves, 1,450 bxs. 400 bbls. petroleum, 28 bxs. Florida water, 1 bale sarsaparilla, 280 tea, shellac.....	1, 609 00	1	204 pipes, 334 bbls, 119 quarter casks wine, 40 bbls. nuts, 51 bxs. preserved food.....	12, 913 00
Quarter ended December 31, 1866.††	2	.....	1	Malaga.....	1	24,500 staves, 1,000 bbls., 200 boxes petroleum.....	8, 282 02 20, 463 51	1	Ballast.....	
	2	.....	2	.....	2	.....	30, 354 53	2	.....	12, 913 00
	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	
	2d, 3d, 4th quarters.....	.....	.....	.....	.....	.....	.....	.....	.....

* Entered: 2 brigs, 2 schooners—4. Cleared: 2 brigs, 1 schooner—3, and 1 in port. Aggregate tonnage entered, 850.

† Entered and cleared: 5 brigs, 1 schooner, 1 bark—7. Aggregate tonnage entered, 1,083.50. † Entered: 1 brig and 2 in port—3. Cleared: 3 brigs. Agg. tonnage entered, 134.98.

‡ Entered: 2 brigs, 2 schooners—4. Cleared: 2 brigs, 1 schooner, 1 in port, 4. Agg. tonnage entered, 889.34. || Entered and cleared: 1 bark, 1 brig—2. Agg. tonnage entered, 784.88.

§ Entered and cleared: 5 barks. Aggregate tonnage entered, 1,665.57. ** Entered and cleared: 1 brig, 1 ship—2. Aggregate tonnage entered, 1,323.50.

†† Entered: 1 brig, 2 barks—3. Cleared: 1 brig, 1 bark—2, and 1 in port. Agg. tonnage entered, 1,995.55. †† Entered and cleared: 1 brig, 1 ship—2. Aggregate tonnage entered, 604.32.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CLEARED.			INWARD.			CARGOES.			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.		
SPANISH DOMINIIONS. CADIZ. <i>R. F. Farrell.</i> Quarter ended December 31, 1866.*	2	In port.....	1	New York.....	2	Before reported.....					1	Wine.....	\$28,085 67		
	1	New York.....	1	Malaga.....	1	82,000 staves.....	\$13,200 00				1	Ballast.....			
	3		3	do.....	3						1	do.....			
	1	New Orleans.....	1	Boston.....	1	679 hhd's, tobacco.....	69,000 00				1	Salt.....			
	1	New York.....	1	Messina.....	1	504,000 staves, 200 bbl's, petro- leum.....	13,300 00				1	Ballast.....			
	1	San Lucas.....	1	Providence.....	1	600 tons iron.....									
	2	Savannah.....	1	Malaga.....	1	213,254 feet lumber.....	6,560 00				1	Inward cargo, (in distress).....			
	1	Nantes.....	1	In port.....	1	250,000 feet lumber.....	6,514 00				1	Ballast.....			
	1	Las Palmas.....	1	Boston.....	1	Ballast.....					1	In port.....			
Quarter ended March 31, 1867.†	1	Boston.....	1	Las Palmas.....	1	Tobacco and petroleum.....					1	Salt.....			
	2		1	In port.....	1	32,060 staves.....	8,000 00				1	In quarantine.....			
	9		1	Teneriffe.....	1	General cargo.....				1	In quarantine.....				
	9		9		9		103,374 00				9				
	2	In port.....	2	Messina.....	2	Before reported.....					1	32 lasts of salt.....	166 70		
	3	New York.....	2	Portland.....	2	181,500 staves.....	36,300 00				1	275 lasts of salt.....	1,411 87		
	2	Boston.....	1	Gloucester.....	1	41,000 staves.....	8,200 00				2	396 lasts of salt.....	2,031 99		
	1	Havre.....	1	Sicily.....	1	54,000 staves.....	10,800 00				1	110 lasts of salt.....	563 75		
Quarter ended June 30, 1867.‡	1	Savannah.....	1	In port.....	1	68,000 staves.....	13,600 00				1	Ballast.....			
	1	Valencia.....	1	Kennebunk.....	1	Ballast.....				1	In port.....				
	1		1	Boston.....	1	461,000 feet lumber.....	11,250 00				1	216½ lasts of salt.....	1,109 57		
	10		1	Gloucester.....	1	Ballast.....				1	510 lasts of salt.....	2,616 00			
											1	837 lasts of salt.....	4,292 12		

[illegible]

* Entered: 1 bark; 2 in port. Cleared: 2 barks, 1 schooner. Aggregate tonnage entered, 429.

Entered: 1 ship, 3 barks, 5 brigs—9. Cleared: 1 ship, 1 bark, 5 brigs—7, and 2 in port. Aggregate tonnage entered, 4,120.

Entered: 1 ship, 4 barks, 3 brigs—8, and 2 in port. Cleared: 3 barks, 3 brigs, 1 ship, 2 class not given—9, and 1 in port. Aggregate tonnage entered, 3,601, and 2 in port. Aggregate tonnage entered, 4,280.

Entered: 1 ship, 4 barges, 3 schooners—12, and 1 in port. Cleared: 1 ship, 5 barks, 4 brigs, 3 schooners—13. Aggregate tonnage entered, 4,774.

Entered: 2 ships, 6 schooners—14, and 1 in port. Cleared: 1 ship, 6 barks, 7 brigs, 5 schooners—16. Aggregate tonnage entered, 2,111. Entered: 8 barks, 20 brigs, 3 schooners—31, and 9 in port. Cleared: 6 barks, 18 brigs, 5 schooners—29; 1 wrecked and 10 in port. Aggregate tonnage entered, 9,066.95.

1	Bath	1	Boston	1	do	7,000 00	1	627 hds. molasses	17,152 26
2	Baltimore	1	Savannah	1	White pine lumber	3,000 00	1	282 hds. molasses	8,810 50
		1	Baltimore	1	Cooperage	5,000 00	1	330 hds. molasses	9,968 75
2	Pensacola	1	In port	1	do	6,000 00	1	In port	
16	New York	1	Wilmingon	1	Pitch pine lumber	2,500 00	1	228 hds. molasses	5,796 04
		1	Boston	1	Ballast		1	334 hds. molasses	10,302 20
		1	Remedios	1	General cargo	10,000 00	1	Ballast	
		1	Portland	1	do	8,000 00	1	816 hds. molasses	22,458 72
		2	New York	2	do	7,800 00	1	2979 hds., 430 bxs. sugar	59,137 15
		3	Sagua la Grande	3	do	5,600 00	3	Ballast	
		1	Matanzas	1	do	4,500 00	1	do	
		8	In port	8	do	26,700 00	8	In port	
1	Key West	1	Boston	1	Ballast		1	450 hds. molasses	12,226 79
14	Portland	4	Portland	4	Box shoeks and cooperage	25,000 00	4	315 hds. sugar, 1,879 hds. molasses	70,782 78
		1	Sagua la Grande	1	do	9,000 00	1	Ballast	
		1	Bangor	1	do	3,000 00	1	25 hds. sugar, 410 hds. molasses	12,426 40
		2	Philadelphia	2	do	9,000 00	2	845 hds. molasses	23,113 24
		5	New York	5	(1 ballast,) box shoeks, &c	24,000 00	5	458 hds. molasses	10,448 54
4	Frankfort	3	Camden	3	White pine boards	2,000 00	3	In port	
6	Boston	3	In port	3	do	5,500 00	3	184 hds. molasses	4,475 64
		3	New York	3	General cargoes	31,000 00	3	In port	
		1	Philadelphia	1	Empty casks	800 00	1	672 hds., 150 bxs. sugar, 1,224 hds. molasses, 4 tcs. honey	69,751 65
		1	Sagua la Grande	1	Provisions	2,000 00	1	382 hds. sugar	20,693 91
3	Nassau	1	In port	1	Ballast		1	In port	
		1	Camden	1	do		1	197 hds. molasses	4,616 33
		1	Charleston	1	do		1	Fruit	465 78
3	Savannah	1	In port	1	do		1	In port	
		1	Boston	1	do		1	239 hds. molasses	6,995 97
		1	Baltimore	1	do		1	314 hds. molasses	8,512 86
1	Machias	1	do	1	do		1	In port	
3	Havana	2	Lumber	2	do	2,500 00	2	do	
		1	Portland	1	Ballast		1	991 hds. molasses	24,584 30
		1	New Orleans	1	do		1	2 hds. sugar, 161 hds. molasses	5,897 92
4	Matanzas	1	do	1	do		1	243 hds. molasses	5,481 25
		1	Charleston	1	do		1	40 M cigars, 208 hds. molasses	6,807 77
		1	Philadelphia	1	do		1	265 hds. molasses	15,444 31
		1	Portland	1	do		1	402 hds. molasses	10,463 12
3	New Orleans	1	New Orleans	1	Empty casks	500 00	1	185 hds. molasses	5,796 49
		1	Philadelphia	1	do	600 00	1	318 hds. molasses	8,327 44
		1	Bangor	1	do	500 00	1	20 hds. sugar, 247 hds. molasses	8,302 56
1	Millville	1	New Orleans	1	Hoops	4,000 00	1	307 hds. molasses	8,769 74
1	Wiscasset	1	Philadelphia	1	Box shoeks	4,000 00	1	454 hds. molasses	12,093 40
6	Philadelphia	1	New York	1	Cooperage	3,000 00	1	376 hds. molasses, 18 hds. mead, 24 tcs. honey	14,102 96

* Entered: 15 barks, 39 brigs, 33 schooners—87, and 10 in port. Cleared: 11 barks, 39 brigs, and 22 schooners—65, and 32 in port. Aggregate tonnage entered, 23,958.6.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		Where for.	INWARD.		OUTWARD.				
	No. of Vessels.	No. of Vessels.		Description.	Value.					
SPANISH DOMINIONS. CARDENAS. <i>N. Cross.</i> Quarter ended March 31, 1867—Continued.										
			1	Philadelphia.....	1	Cooperage.....	\$4,000 00	1	273 hhds., 50 bxs. sugar, 60 hhds. molasses.	\$17,215 14
			1	Sagua la Grande.	1	Empty casks	600 00	1	Ballast.....	.....
			3	In port.....	3	General cargoes	18,200 00	3	In port.....	.....
	11	Mobile.....	1	Philadelphia.....	1	Ballast.....	.....	1	496 hhds. molasses	13,336 77
			1	Baltimore.....	1	do.....	.....	1	352 hhds. molasses	10,183 37
			3	Sagua la Grande.	3	do.....	.....	3	Ballast.....	.....
			6	In port.....	6	do.....	.....	6	In port.....	.....
	2	Charleston	2	do.....	2	(1 ballast,) general cargo.....	2,000 00	2	do.....	.....
			97	.....	97	.....	252,300 00	97	.....	709,876 46
Quarter ended June 30, 1867.*										
	32	In port.....	4	New York.....	4	2,019 hhds. and 350 bxs. sugar, 663 hhds. molasses.....	125,523 71	4	2,019 hhds. and 350 bxs. sugar, 663 hhds. molasses.....	125,523 71
			4	Portland	4	Portland	49,019 39	4	136 hhds. sugar, 1,425 hhds. molasses.....	49,019 39
			8	Philadelphia.....	8	Philadelphia.....	168,769 42	8	1,679 hhds. and 755 bxs. sugar, 2,368 hhds. molasses.....	168,769 42
			2	Wilmington	2	Wilmington	8,178 45	2	346 hhds. molasses	8,178 45
			5	Boston	5	Boston	65,008 06	5	2,431 hhds. molasses	65,008 06
			2	New Orleans.....	2	New Orleans.....	29,563 44	2	763 hhds. molasses, 100 hhds. melado.....	29,563 44
			2	Savannah	2	Savannah	12,055 55	2	431 hhds. molasses	12,055 55
			1	Baltimore	1	Baltimore	29,943 68	1	525 hhds. and 186 bxs. sugar	29,943 68
			2	Bangor	2	Bangor	25,688 14	2	60 hhds. sugar, 762 hhds. mo- lasses.....	25,688 14
15	Portland	1	Camden	1	Camden	4,093 72	1	143 hhds. molasses	4,093 72	
		1	Sagua.....	1	Sagua.....	.....	1	Ballast.....	.....
		1	Charleston	1	Charleston	3,500 00	1	30 hhds. molasses	712 60	
		4	Portland	4	Portland	23,000 00	4	598 hhds. and 456 bxs. sugar, 1,086 hhds. molasses.....	73,900 61	

10	New Orleans	2	Philadelphia	2	do	13,500 00	2	348 hhds. sugar, 1,159 hhds. molasses.	50,857 20
		3	New York	3	do	13,000 00	3	332 hhds. and 61 bxs. sugar, 631 hhds. molasses, 51 hhds. asphaltum.	37,110 57
		2	Boston	2	Casks and shooks.	8,000 00	2	1,148 hhds. molasses.	32,843 37
		1	New Orleans	1	Box shooks.	3,500 00	1	634 hhds. molasses.	17,815 63
		1	Savannah	1	Cooperage.	3,000 00	1	278 hhds. molasses.	11,934 40
		1	Sagua	1	Casks and shooks.	3,000 00	1	Ballast.	36,339 10
		3	New Orleans	3	Empty casks.	800 00	3	111 hhds. sugar, 1,121 hhds. molasses.	91,406 16
		3	New York	3	Ballast.		3	1,693 hhds. and 294 bxs. sugar.	21,010 53
		1	Boston	1	do		1	356 hhds. molasses.	15,131 71
		1	Baltimore	1	do		1	253 hhds. and 50 bxs. sugar, 40 hhds. molasses.	
		1	Sierra Morena	1	do		1	Ballast.	
		1	Remedios	1	do		1	do	
9	Boston	1	Baltimore	1	General cargo.	10,000 00	1	401 hhds. and 50 bxs. sugar.	20,456 39
		3	New York	3	General cargo, casks and hoops.	12,000 00	3	1,627 hhds. and 204 bxs. sugar, 512 hhds. molasses, 23 hhds. asphaltum.	71,162 74
		1	Philadelphia	1	Cooperage.	4,000 00	1	434 hhds. sugar.	22,409 10
		1	In port.	1	do	5,000 00	1	In port.	48,957 95
		3	Boston	3	General cargo, casks and shooks.	13,500 00	3	100 hhds. sugar, 1,489 hhds. molasses.	28,841 56
4	Key West	2	Philadelphia	2	Ballast.		2	997 hhds. molasses.	2,910 81
		1	Boston	1	do		1	103 hhds. molasses.	8,361 03
		1	Sagua	1	do		1	Ballast.	13,640 24
		1	Boston	1	do		1	378 hhds. molasses.	14,625 29
		1	Lubece	1	Lumber.	3,500 00	1	470 hhds. molasses.	29,009 18
		1	New York	1	Ballast.		1	542 hhds. molasses.	
		1	Portland	1	General cargo and cooperage.	13,500 00	2	354 hhds., 470 bxs. sugar, 120 hhds. molasses.	
		2	Baltimore	2	do		2	Ballast.	
		1	San Blas	1	Potatoes and apples.	500 00	1	In port.	
		1	In port.	1	Hoops, &c.	2,000 00	1	430 hhds. molasses.	12,925 33
		1	Portland	1	Ballast.		1	1,384 hhds. and 236 bxs. sugar.	84,372 21
		2	New York	2	Empty casks and coal.	4,500 00	2	532 hhds. and 120 bxs. sugar, 602 hhds. molasses.	46,990 05
		2	Philadelphia	2	Ballast and coal.	2,000 00	2	Ballast.	
		2	Sagua	2	do		2	50 hhds. (in port) sugar.	2,370 05
		2	In port.	2	General cargo.	15,800 00	2	1,042 hhds. molasses.	32,462 09
		2	Boston	2	Ballast.		2	495 hhds. molasses.	12,198 31
5	Galveston	1	New Orleans	1	do		1	421 hhds. molasses.	12,510 74
		1	New York	1	do		1	294 hhds. molasses.	7,126 65
		1	Portland	1	do		1	242 hhds. sugar, 287 hhds. molasses.	16,012 54
		2	New Orleans	2	do		2	398 hhds. and 246 bxs. sugar, 450 hhds. molasses.	34,057 64
3	Havana	2	New York	2	do		2	411 hhds. molasses.	9,321 06
		1	Portland	1	do		1	411 hhds. molasses.	12,703 08
		1	Boston	1	do		1		

† Entered: 16 barks, 39 brigs, 29 schooners—84, and 39 in port. Cleared: 21 barks, 47 brigs, 42 schooners—110, and 6 in port. Aggregate tonnage entered, 22,356.15.

1	Tenerife	1	New York	1	Potatoes, stone, &c	1	5,000 00	1	381 hhds, and 570 bxs, sugar, 25 hhds, molasses.	33,167 85
5	Portland	1	Sagua	1	Cooperage and lumber	1	3,000 00	1	Ballast	11,684 92
		1	Boston	1	do	1	8,500 00	1	386 hhds, molasses	12,308 42
		3	In port	3	Cooperage, lumber, &c	1	20,500 00	3	In port	
1	Wilmington	1	Portland	1	Pitch pine lumber	1	4,000 00	1	420 hhds, molasses	
1	Newport, Eng	1	Havana	1	Railroad iron and rails	1	90,000 00	1	Ballast	
1	Belmore	1	In port	1	Cooperage and hoops	1	90,000 00	1	In port	
1	Boston	1	Sierra Morena	1	do	1	5,000 00	1	Ballast	
1	New York	1	In port	1	Cooperage, hoops, machinery	1	20,000 00	1	In port	
20		20		20			183,000 00	20		242,664 64
1	In port	1	Boston	1	Before reported	1		1	337 hhds, 26 tes, sugar, 153,200 cigars,	25,146 80
1	Liverpool	1	New York	1	Crockery and iron	1	40,000 00	1	431 hhds, 55 tes, sugar, 104 hhds, molasses, 6,040 lbs, old copper.	30,372 45
2	New York	1	Trinidad	1	Assorted cargo	1	6,000 00	1	In transitu	
1	Philadelphia	1	Sold	1	Ballast	1	5,000 00	1	Sold	
1	Havana	1	Manzanillo	1	Cooperage, &c	1		1	Ballast	
1	Aspinwall	1	Boston	1	Ballast	1		1	1,200 bxs, sugar, 22 hhds, molasses.	34,372 02
2	St. Croix	1	In port	1	do	1		1	In port	
9		2	do	2	do	2		2	do	
		9		9			51,000 00	9		79,891 27
3	In port	2	New York	2	Before reported	3		2	618 hhds, molasses	17,312 56
10	Aspinwall	1	Mobile	1	Ballast	9		9	Ballast	274,893 67
		9	New York	9	do	1		1	4,546 hhds, 92 bxs, sugar, 2,001 hhds, molasses.	14,797 98
2	Madias	1	Boston	1	do	1		1	603 hhds, molasses	34,452 95
5	Boston	1	In port	1	Lumber	1	3,600 00	1	425 hhds, sugar	
		3	Boston	3	Boards	1	4,000 00	3	In port	
		1	Philadelphia	1	Ballast	2		1	1,016 hhds, sugar 53 hhds, molasses.	55,495 57
		1	In port	1	do	1		1	391 hhds, sugar	21,259 99
		1	Boston	1	do	1		1	In port	
2	Santiago	1	Boston	1	Lumber	1	5,000 00	1	64 hhds, sugar, 260 hhds, molasses.	10,251 53
		1	New York	1	Ballast	1		1	312 hhds, molasses	9,002 90

CLENFUEGOS.

G. Barrio.

Quarter ended December 31, 1866. †

Quarter ended March 31, 1867. ‡

A. F. Canada.

* Entered: 4 barks, 7 brigs, 3 schooners—14, and 6 in port. Cleared: 5 barks, 7 brigs, 3 schooners—15, and 5 in port. Aggregate tonnage entered, 3,984,25.
 † Entered: 4 brigs, 2 barks, 1 steamer, 1 schooner—8, and 1 in port. Cleared: 2 brigs—5, 1 sold, and 3 in port. Aggregate tonnage entered, 3,340.
 ‡ Entered: 33 brigs, 10 barks, 26 schooners—69, and 3 in port. Cleared: 22 schooners, 25 brigs, 9 barks—56, and 17 in port. Aggregate tonnage entered, 21,932

Navigation and commerce of the United States with foreign countries—Continued

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	Entered.	CLEARED.		Description.	Value.		Description.	Value.
			No. of Vessels.	Where for.					
SPANISH DOMINIONS.									
CIENFUEGOS.									
<i>A. F. Canada.</i>									
Quarter ended March 31, 1867—Continued.									
	2	Pensacola	1	Boston	1	Ballast	1	411 hds. sugar	\$24,925 22
	2	Martinique	1	In port	1	Lumber	1	In port	38,533 81
	4	Portland	2	New York	2	Ballast	2	537 hds. sugar, 232 hds. molasses.	14,039 37
			1	do	1	Cooperage, &c	1	476 hds. molasses	9,094 52
			1	In port	1	Lumber	1	In port	12,439 72
			1	Portland	1	Cooperage	1	232 hds. molasses	9,874 72
			1	Not stated	1	Lumber	1	371 hds. molasses	27,424 57
	9	Philadelphia	4	Philadelphia	4	Cooperage and lumber	4	1,624 hds. sugar, 25 hds. mo- lasses.	105,607 29
			2	New York	2	1 ballast, 1 cooperage	2	502 hds. sugar, 400 hds. mo- lasses.	29,433 70
			3	In port	3	Cooperage	3	In port	29,640 28
	9	New York	6	New York	3	do	6	1,560 hds. sugar, 577 hds. molasses.	23,433 70
	1	Savannah	3	In port	3	Ballast	3	In port	29,640 28
	2	New Orleans	1	Baltimore	1	P. P. lumber	1	417 hds. sugar, 66 hds. mo- lasses.	23,433 70
			1	New York	1	Cooperage	1	212 hds. sugar, 47 hds. mo- lasses.	24,313 21
	1	Havana	1	In port	1	Ballast	1	In port	24,639 97
	3	Guadeloupe	1	New York	1	do	1	385 hds. sugar	9,477 43
			1	do	1	do	1	456 hds. sugar	23,969 14
			1	Boston	1	do	1	336 hds. molasses	6,806 35
			1	In port	1	do	1	In port	23,940 80
			1	Boston	1	do	1	In port	
	3	Barbadoes	1	do	1	do	1	438 hds. sugar, 47 hds. mo- lasses.	
			1	New Orleans	1	do	1	293 hds. molasses	
			1	New York	1	do	1	398 hds. sugar, 19 hds. mo- lasses.	

1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
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Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		Where for.	INWARD.		OUTWARD.		Value.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.			
SPANISH DOMIN'S. CIENFUEGOS, A. F. Canada, Quarter ended June 30, 1867—Continued.	8	Philadelphia.....	5	Philadelphia.....	5	Cooperage.....	\$19,000 00	5	1,339 hhds. sugar, 853 hhds. molasses.	\$105,884 00
			2	New York.....	1	do.....	2,000 00	2	722 hhds. sugar, 50 hhds. molasses.	33,667 00
					1	Ballast.....				
	4	Boston.....	3	Boston.....	3	Ice and lumber.....	6,000 00	3	Ballast.....	
			1	In port.....	1	do.....		1	1,082 hhds. sugar.....	55,060 00
	1	New Orleans.....	1	New Orleans.....	1	Ballast.....		1	In port.....	
			1	New Orleans.....	1	do.....		1	110 hhds. sugar, 319 hhds. molasses.	15,902 00
	1	St. Marks.....	1	New York.....	1	do.....		1	494 hhds. sugar, 20 hhds. molasses.	27,909 00
	1	Appalachicola.....	1	do.....	1	do.....		1	536 hhds. sugar.....	33,171 00
	1	Barbadoes.....	1	do.....	1	do.....		1	388 hhds. molasses.....	9,402 00
Quarter ended September 30, 1867.*	1	Galveston.....	1	do.....	1	do.....		1	337 hhds. molasses.....	11,739 00
	1	Kingston.....	1	Boston.....	1	do.....		1	469 hhds. sugar.....	29,589 00
	1	Calais.....	1	New York.....	1	Lumber.....	5,000 00	1	417 hhds. sugar, 70 hhds. molasses.	36,645 00
	1	Baltimore.....	1	Baltimore.....	1	do.....	4,500 00	1	400 hhds. sugar.....	23,264 00
	1	Machias.....	1	Boston.....	1	do.....	4,000 00	1	555 hhds. sugar.....	28,477 00
	61		61		61		58,300 00	61		1,314,768 00
	3	In port.....	1	New York.....	2	Before reported.....		1	Sugar.....	27,921 00
	1	Liverpool.....	2	Philadelphia.....	1	Coal.....	6,000 00	2	Sugar and molasses.....	32,909 00
	2	Philadelphia.....	1	Boston.....	1	Cooperage.....	5,000 00	1	Ballast.....	
2			1	New York.....	1	Coal.....	4,500 00	1	Sugar.....	28,672 00
			1	Portland.....	1	Ballast.....		1	Molasses.....	11,568 00
			1	New York.....	1	Provisions.....	12,000 00	1	Sugar.....	22,538 00
								1	do.....	26,096 00

[illegible]

* Entered: 3 barks, 3 brigs, 1 schooner—7, and 3 in port. Cleared: 4 barks, 3 brigs, 2 schooners—9, and 1 in port. Aggregate tonnage entered, 3,192.

Entered: 3 schooners, and 1 in port. Cleared, 4 schooners. Aggregate tonnage entered, 470.68.

* Entered: 2 barks, 7 brigs, 14 schooners—23. Cleared: 6 brigs, 11 schooners—17, and 6 in port. Aggregate tonnage entered, 4,743.47.

[illegible]

Entered: 1 bark, 3 brigs, 2 schooners—6, and 6 in port. Cleared: 3 barks, 4 brigs, 5 schooners—12. Aggregate tonnage entered, 1,346.67.

† Entered and cleared: 1 brig, 2 schooners—3. Aggregate tonnage entered, 592.19. Entered. 1 brig 3 barks 3 schooners—7. Cleared. 1 brig 2 barks 2 schooners—6. Entered. 1 brig 3 barks 3 schooners—7. Cleared. 1 brig 2 barks 2 schooners—6.

Entered: 1 brig, 3 barks, 3 schooners—1. Cleared: 1 brig, 3 barks, 2 schooners—0, and 1 in port. Aggregate tonnage entered, 1,863.

Entered: 1 brig, 3 barks, 3 schooners—1. Cleared: 1 brig, 3 brigantines, 2 schooners—6, and 1 in port. Aggregate tonnage entered, 1,412.19.

|| Entered: 43 steamers, 21 barks, 32 brigs, 25 schooners, 9 sloops—130, and 17 in port. Cleared: 46 steamers, 1 ship, 12 barks, 31 brigs, 9 sloops, 22 class not given—121, and 1 sold, 1 condemned, and 24 in port—147. Aggregate tonnage entered, 67,943.31.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	ENTERED.		Where for.	INWARD.		Value.	OUTWARD.		Value.
	No. of Vessels.	Where from.		No. of Vessels.	Description.		No. of Vessels.	Description.	
SPANISH DOMINIONS.									
HAVANA.									
<i>W. T. Minor.</i>									
Quarter ended December 31, 1866—Continued.									
	29	New York.....	16	New York.....	General cargo, mails, &c.....	\$627,000 00	16	10,091 bxs. sugar, 1,572.2 M ci- gars, 4,933 bales tobacco, 3,811 bbls. oranges, and sun- dries.	\$408,883 89
			1	New Orleans.....	.....do.....	15,000 00	1	8.7 M cigars.....	274 42
			2	Galveston.....	.....do.....	22,000 00	1	Ballast.....	.....
			3	Vera Cruz.....	.....do.....	37,500 00	3	In transitu.....	.....
			1	Trinidad.....	.....do.....	12,000 00	1	Ballast.....	.....
			1	Sold.....	Ballast.....	.....	1	Sold.....	.....
			5	In port.....	General cargo and lumber.....	48,500 00	5	In port.....	.....
	4	Boston.....	1	New Orleans.....	Ice.....	3,000 00	1	3,197 bxs. sugar.....	65,855 13
			1	Boston.....	General cargo.....	8,500 00	1	9 bhd. and 1,342 bxs. sugar, 21 bales tobacco.	35,821 89
			2	In port.....	General cargo and ice.....	14,000 00	2	In port.....	.....
	8	Portland.....	3	Portland.....	Cooperage and produce.....	10,650 00	3	30 bxs. sugar, 20 M cigars.....	7,629 57
			1	New York.....	General cargo and lumber.....	8,500 00	1	339 bhd. and 1,200 bxs. sugar.....	38,547 50
			3	Pensacola.....	Cooperage and produce.....	8,500 00	1	Ballast.....	.....
	3	Charleston.....	1	In port.....	.....do.....	19,000 00	3	In port.....	.....
			1	Cienfuegos.....	Lumber.....	5,000 00	1	Ballast.....	.....
			1	New York.....	.....do.....	7,000 00	1	do.....	.....
			1	In port.....	Lumber and rosin.....	5,500 00	1	In port.....	.....
	7	Philadelphia.....	5	Philadelphia.....	General cargo and mails.....	90,500 00	5	2,902 bxs. sugar, 10.3 M cigars, 70 bales tobacco, 1,911 bbls. oranges, 30 bales rags, 65 tons old iron.	73,286 99
			1	New Orleans.....	.....do.....	10,000 00	1	Ballast.....	.....
			1	In port.....	Empty casks.....	2,000 00	1	In port.....	.....
			1	New York.....	Cooperage and produce.....	4,000 00	1	275 bhd. molasses.....	7,365 87
	5	Newport.....	1	Newport.....	General cargo.....	5,000 00	1	Ballast.....	.....
			1	Charleston.....	Produce and hoops.....	3,500 00	1	Fruit.....	572 85
			2	In port.....	Produce.....	4,000 00	2	In port.....	.....
	3	Bristol.....	1	Bristol.....	.....do.....	2,000 00	1	250 bxs. sugar.....	5,619 87

11	New Orleans	1 Mobile	1 do	5,000 00	1 50,000 oranges	494 75
		1 In port	1 do	2,500 00	1 In port	
		6 Baltimore	6 General cargo, &c	56,500 00	3 803 bxs. sugar, 89 M cigars, 55 bales tobacco, 183 bbls. oranges, and sundries.	80,172 78
		3 New York	3 General cargo in transitu.	33,500 00	3 44 bxs. sugar, 110 bbls. molasses, 119 M cigars, 34 bales tobacco, and sundries.	10,107 41
		1 New Orleans	1 General cargo	12,000 00	1 258 bxs. sugar, 51 bbls. molasses, 78.3 M cigars, 167 bales tobacco, and 400 bbls. oranges.	20,466 03
5	Wilmington	1 Matamoras	1 Salt, fish, and roses	400 00	1 Ballast	10,121 74
		1 New Orleans	1 Lumber	1,000 00	1 445 bxs. sugar and 35 bbls. molasses.	
		1 Pensacola	1 do	5,000 00	1 Ballast	
		2 New York	2 do	10,500 00	1 653 bbls. 220 bxs. sugar, and 20,000 cigars.	34,915 86
3	Baltimore	1 Condemned	1 do	4,000 00	1 Condemned	
		1 Baltimore	1 Shooks and produce.	5,000 00	1 Ballast	
1	Appalachicola	2 New Orleans	2 General cargo, &c	12,000 00	2 39.5 M cigars, 28 bales tobacco	3,026 22
2	Pensacola	1 do	1 Lumber and produce.	6,000 00	1 400 bbls. molasses	9,939 06
		1 do	1 Lumber	2,000 00	1 206 bbls. molasses	4,905 62
2	Fernandina	1 In port	1 do	2,500 00	1 In port	
		1 New Orleans	1 do	5,000 00	1 Ballast	
		1 In port	1 do	4,500 00	1 In port	
5	Mobile	4 Mobile	4 do	9,762 00	4 24 bbls. 1 bx. sugar, 20 bbls. molasses, 41 M cigars, 25 bbls. oranges, &c.	5,108 45
19	Key West	1 Matanzas	1 do	6,000 00	1 Ballast	977 65
		19 Key West	19 1,014 head cattle, fish, &c	31,240 00	4 4 bales tobacco and merchandise.	
1	Cedar Keys	1 Sierra Morena	1 Lumber	4,500 00	1 Ballast	
1	Galveston	1 Galveston	1 Ballast		1 35 bxs. sugar, 19 M cigars, 50 bbls. oranges.	1,516 23
2	Bangor	1 Matanzas	1 Lumber	4,600 00	1 Ballast	
		1 In port	1 do	6,000 00	1 In port	
2	Bath	1 Baltimore	1 Ice	3,500 00	1 2,000 bxs. sugar	34,320 04
		1 New York	1 do	2,000 00	1 937 bxs. sugar, 339 bales tobacco.	26,517 12
1	Bucksport	1 In port	1 Lumber	6,000 00	1 In port	
2	Belfast	1 Mantua	1 Lumber and produce	7,000 00	1 240 tons copper ore	3,920 85
		1 In port	1 do	3,000 00	1 In port	
2	Ellsworth	1 New York	1 Box shooks.	12,000 00	1 408 bbls. 1,289 bxs. sugar.	33,519 59
		1 In port	1 do	6,000 00	1 In port	
2	Fall River	2 Savannah	2 Lumber and produce.	10,000 00	2 Fruit	1,195 68
1	St. John's, N. B.	1 In port	1 Box shooks.	10,000 00	1 In port	
1	Halifax	1 New Orleans	1 Fish, lard, and beans	2,000 00	1 Ballast	
1	Santa Cruz Palmas.	1 New York	1 Produce	3,000 00	1 1,196 bxs. sugar.	17,914 71
1	Cardenas	1 New York	1 Ballast		1 3,039 bxs. sugar	40,769 13

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	ENTERED.		No. of Vessels.	CLEARED.		No. of Vessels.	INWARD.	
		Where from.	Where for.		Where for.	Where to.		Description.	Value.
SPANISH DOMINIONS. HAVANA. <i>W. T. Minor.</i> Quarter ended December 31, 1866—Continued.	3	Vera Cruz.....	New York.....	3	New York.....	Merchandise in transit.....	3	2,292 bxs. sugar, 5,000 cigars, 115 bales tobacco, 44 bbls. oranges.	\$50,525 84
	1	Troon.....	In port.....	1	In port.....	Coal.....	1	In port.....	12,880 17
	1	Sierra Morena.....	New York.....	1	New York.....	In transit.....	1	380 bbls. molasses.....	1,463 70
	1	Baracoa.....	do.....	1	do.....	Ballast.....	1	238,000 oranges.....	1,402,143 02
	147			147			147		
Quarter ended March 31, 1867.*	24	In port.....	Queenstown.....	1	Queenstown.....		1	Sugar.....	70,490 45
			New York.....	2	New York.....		2	396 bbls. 465 bxs. sugar, 350 bbls. molasses, 1,003 bales tobacco, 8 tcs. honey, 11 bbls. copper.	
			Bristol.....	1	Bristol.....		1	235 bbls. molasses.....	6,195 31
			Pensacola.....	1	Pensacola.....		1	Fruit.....	113 86
			Fernandina.....	1	Fernandina.....		1	Ballast.....	
			New Orleans.....	1	New Orleans.....	Before reported.....	1	do.....	
			Mobile.....	1	Mobile.....		1	do.....	
			Georgetown, S. C.....	1	Georgetown, S. C.....		1	do.....	
			Calbarien.....	2	Calbarien.....		2	do.....	
			Remedios.....	2	Remedios.....		2	do.....	
			Sagua.....	4	Sagua.....		4	do.....	
			Cardenas.....	2	Cardenas.....		2	do.....	
			Matanzas.....	4	Matanzas.....		4	do.....	
			Cienfuegos.....	1	Cienfuegos.....		1	do.....	
			Baltimore.....	1	Baltimore.....	Copper in transit.....	1	Inward cargo.....	
			Sagua.....	1	Sagua.....	Potatoes, &c.....	1	Ballast.....	
			Nuevitas.....	1	Nuevitas.....	Box shooks.....	1	do.....	
			Key West.....	28	Key West.....	75 sheep, 1,798 cattle, live fish.....	28	1 box sugar, 14,000 oranges.....	706 81
	32		In port.....	4	In port.....	Salt, &c.....	4	In port.....	

14	New Orleans.....	5	Baltimore	5	General cargo, mails, and passengers.	68,200 00	5	578 hds. and 3,148 bxs. sugar, 34.5 M cigars, 308 bbls. oranges, copper, 19 bbls. potatoes, 3,000 doz. pines,	96,359 62
		5	New York.....	5	General cargo.....	8,500 00	5	1,196 bxs. sugar, 165.5 M cigars, 95 bbls. oranges, 14 doz. squashes.	30,764 40
		2	Philadelphia.....	2	Empty casks.....	900 00	2	100 hds. and 955 bxs. sugar, 3.5 M cigars.	34,305 98
5	Baltimore.....	2	In port.....	2	Pitch pine lumber, &c.....	4,500 00	2	In port.....	109,139 24
		5	New Orleans.....	5	General cargo, &c.....	53,000 00	5	2,089 bxs. sugar, 687.4 M cigars, 148 bales tobacco, 321 bbls. oranges, 87,000 oranges, 120 doz. pines, coffee, wine, &c.	
34	New York.....	15	New York	15	General cargo, &c.....	552,890 00	15	140 hds. and 15,368 bxs. sugar, 2,782.4 M cigars, 3,522 bales tobacco, 6,194 bbls. oranges, 626,000 oranges, 59 bbls. potatoes, copper.	525,676 71
		6	New Orleans	6	do.....	76,500 00	6	299 hds. and 1,177 bxs. sugar, 150 hds. molasses, 65 M cigars.	45,143 68
		1	Brazos, Texas...	1	General cargo.....	15,000 00	1	975 bxs. sugar, 252 M cigars, 30 bags peas, 14 pipes wine, &c.	56,322 31
		2	Matanzas.....	2	do.....	24,850 00	2	Ballast.....	
		2	Cardenas.....	2	do.....	31,000 00	2	do.....	
		1	Sold.....	1	Ballast.....		1	Sold.....	
		7	In port.....	7	General cargo, &c.....	145,000 00	7	In port.....	
2	Vera Cruz.....	1	New York.....	1	In transit.....		1	1,364 bxs. sugar.....	27,788 43
		1	New Orleans.....	1	do.....		1	111 bxs. sugar, 28 M cigars, 498 bales tobacco, 240 bbls. oranges.	18,186 40
11	Philadelphia.....	6	Philadelphia.....	6	General cargo, &c.....	107,000 00	6	5,277 bxs. sugar, 307 hds. molasses, 54 M cigars, 191 bales tobacco, 828 bbls. oranges.	130,321 44
		1	Matanzas.....	1	do.....	13,000 00	1	Ballast.....	
		1	New Orleans.....	1	Potatoes and onions.....	2,500 00	1	In transit.....	
		3	In port.....	3	General cargo and coal.....	40,500 00	3	In port.....	
13	Portland	2	Boston	2	Cooperage and shooks.....	9,000 00	2	3,147 bxs. sugar, 141.2 M cigars.	79,268 52
		2	New Orleans	2	Cooperage, shooks, and produce.....	25,000 00	2	84 hds. and 2,440 bxs. sugar.	56,449 66
		2	Sierra Morena.....	2	Cooperage and shooks.....	16,000 00	2	Ballast.....	
		6	Sagua.....	6	Cooperage, stone, and casks.....	47,500 00	6	do.....	
		1	Cabarien	1	Box shooks.....	10,000 00	1	do.....	

* Entered: 51 steamers, 1 ship, 20 barks, 43 brigs, 39 schooners, 16 sloops—170, 24 in port. Cleared: 48 steamers, 1 ship, 19 barks, 45 brigs, 28 schooners, 14 sloops—155, 39 in port. Aggregate tonnage, 81,319.31.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.		CLEARED.		INWARD.		CARGOES.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value
SPANISH DOMINIONS. HAVANA. <i>W. T. Minor.</i> Quarter ended March 31, 1867—Continued.	5	Portland	2	Matanzas	2	Cooperage, box shoocks, and produce.	\$11, 715 00	2	Ballast .....	.....
	2	Wilmington	3	In port.....	3	Cooperage, box shoocks, produce.	18, 000 00	3	In port.....	.....
	1	Wiscasset	1	New Orleans	1	Lumber	6, 500 00	1	1,116 boxes sugar.....	\$23, 938 85
	7	Pensacola	1	Nuevitas	1	do	4, 800 00	1	Ballast .....	.....
	1	Wiscasset	1	Sagua	1	Lumber and shoocks	10, 000 00	1	do .....	.....
	1	Pensacola	1	Trinidad	1	Pitch pine lumber	3, 000 00	1	do .....	.....
	1	.....	1	Sagua	1	do	4, 500 00	1	do .....	.....
	1	New Orleans	1	New Orleans	1	Pitch pine logs and turpentine ..	4, 000 00	1	346 hlds. molasses.....	9, 839 22
	1	Pensacola	1	Pensacola	1	Lumber.....	3, 000 00	1	8 hlds. molasses, 5 M cigars, 1 tierce honey.....	672 57
	12	Boston	3	In port.....	3	do	6, 500 00	3	In port.....	.....
	.....	.....	3	Sagua	3	General cargo, empty casks, ice, &c.....	25, 000 00	3	Ballast .....	.....
	.....	.....	1	Santiago	1	Ice	4, 000 00	1	do .....	.....
	.....	.....	2	Remedios	2	General cargo	24, 750 00	2	do .....	.....
	6	In port.....	6	In port.....	6	General cargo, produce, &c.....	26, 470 00	6	In port.....	.....
	1	Matanzas	1	Matanzas	1	Produce	3, 000 00	1	Ballast .....	.....
	1	Charleston, S. C.	1	Charleston	1	Ballast.....	.....	1	125 hlds. molasses, 120,000 oranges.....	4, 003 32
	1	St. Mark's, Fla.	1	St. Mark's	1	Lumber	3, 475 00	1	Ballast .....	.....
	1	Machias, Maine.....	1	Philadelphia	1	do	6, 000 00	1	350 bxs. sugar.....	7, 187 20
	1	Bath	1	Remedios	1	Box shoocks	14, 000 00	1	Ballast .....	.....
	1	Nassau	1	Nassau	1	Ballast.....	.....	1	Supplies for United States steamer Lancaster.....	.....
	3	Mobile	2	Remedios	2	do .....	.....	2	Ballast .....	.....
	1	In port.....	1	In port.....	1	Lumber.....	1, 500 00	1	In port.....	.....
	2	Fernandina.....	1	New Orleans	1	do	3, 000 00	1	388 hlds. molasses	9, 681 35
	1	In port.....	1	In port.....	1	do	4, 000 00	1	In port.....	.....
	2	Georgetown, S. C.	1	Georgetown.....	1	Pitch pine lumber.....	2, 550 00	1	10 hds. sugar, 300 hlds. molasses, 3,000 cigars and sundries.....	9, 240 62

3d and 4th quarters		MALAGA.		A. M. Hancock.		Quarter ended December 31, 1866.*		Quarter ended March 31, 1867.†	
2	Sierra Morena	1	In port.	1	Lumber, hoops, rice, &c.	2,500 00	1	In port.	14,142 92
6	St. John's, N. B.	1	Portland	1	In transit.		1	375 bds. molasses.	
		1	In port.	1	do.		1	In port.	
		1	Cienfuegos	1	Box shooks.	12,000 00	1	Ballast	
		1	Matanzas	1	do.	3,000 00	1	do.	
		4	In port.	1	do.	30,500 00	4	In port.	
2	Trinidad	2	Philadelphia	2	In transit.		2	In transit.	
1	Providence	1	Sagua.	1	Hoops and produce.	3,000 00	1	Ballast	
1	Antwerp	1	Cardiff	1	Tiles, hay, &c.	8,880 00	1	In port.	
1	Cardiff	1	In port.	1	496 tons coal.	3,000 00	1	do.	
1	Appalachicola	1	Sagua.	1	Ballast		1	Ballast	7,750 12
1	Galveston	1	Boston	1	100 tons coal.	800 00	1	412 bxs. sugar	
1	Greytown	1	In port.	1	Ballast		1	In port.	
194		194				1,568,600 00	194		1,363,688 99
No reports									
6	In port.	3	Boston	6	Before reported.				
		2	Italy						
		1	New York						
3	Boston	1	Boston	1	42,000 staves.	10,500 00	3	Raisins, lemons, lead, &c.	89,045 72
		2	In port.	2	121,620 staves.	30,405 00	2	Ballast	54,804 67
2	New York	2	San Francisco	2	78,000 staves.	19,500 00	2	Raisins, lead, and almonds.	34,562 48
2	Genoa	1	Boston	1	Specie	20,000 00	2	In port.	
2	Cadiz	2	New York	2	Ballast		2	Raisins, almonds, and lemons.	64,484 92
1	Palma	1	Boston	1	do.		1	Raisins and grapes.	29,765 94
1	Carthagena	1	In port.	1	Lead in transit		1	Lemons, grapes, and oranges.	105,859 33
1	Barcelona	1	do.	1	Ballast		1	Lemons and lead	36,224 21
1	Bilbao	1	do.	1	do.		1	In port.	
18		18				80,405 00	18	do.	
5	In port.	3	New York	5	Before reported.				
		1	Valencia						
		1	Messina						
2	Boston	1	Cagliari	1	Staves	5,456 00	3	Lead, fruit, &c.	121,026 69
		1	Messina	1	do.	11,136 00	1	Fruit	14,075 30
2	New Orleans	1	Cagliari	1	do.	7,426 00	1	Lead and mats	8,717 50
		1	Messina	1	do.		1	Ballast	
1	Cadiz	1	New York	1	In transit	10,843 00	1	do.	
10		10				34,861 00	10	Lead, fruit, &c.	41,443 27
									185,262 76

* Entered: 12 barks, and 6 in port. Cleared: 13 barks, and 5 in port. Aggregate tonnage entered, 4,397.56.

† Entered: 3 barks, 2 brigs—5, and 5 in port. Cleared: 8 barks, 2 brigs—10. Aggregate tonnage entered, 1,767.90.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.		Value.			
SPANISH DOMINIONS. MALAGA. <i>A. M. Hancock.</i> Quarter ended June 30, 1867. *	1	Barcelona	1	New York	1	Lead and fruit.....	\$31, 639 41			
	1	Boston	1	Boston	1	do	22, 177 62			
	2	.....	2	.....	2	.....	53, 817 03			
	2	Boston	3	Boston	8	Staves, petroleum, and rosin ...	68, 114 00	12	Raisins, almonds, grapes, lem- ons, oranges, and wine.	347, 941 66
	5	New York.	7	New York .....	.....	.....	.....	.....	.....
	2	New Orleans	2	New Orleans .....	.....	.....	.....	.....	.....
	1	Marseilles	2	In port	6	Ballast .....	.....	2	In port.....	.....
	2	Barcelona .....	.....	.....	.....	.....	.....	.....	.....
	1	Cadiz .....	.....	.....	.....	.....	.....	.....	.....
	1	Almeria.....	.....	.....	.....	.....	.....	.....	.....
14	.....	14	.....	14	.....	68, 114 00	14	.....	347, 941 66	
MANILA. <i>J. B. Pearson.</i> Quarter ended December 31, 1866. †	3	San Francisco ...	1	San Francisco	1	Ballast.....	.....	1	Hemp, coffee, and cigars	66, 639 00
	1	New York.....	1	New York.....	1	do .....	.....	1	Hemp, sugar, &c	149, 124 00
	1	In port.....	1	In port.....	1	Flour	11, 795 00	1	In port.....	.....
	8	Boston.....	8	Boston.....	8	Ballast.....	.....	8	Hemp, cigars, coffee, indigo, sugar, sapan wood, and hide cuttings.	1, 073, 934 00
	6	New York.....	6	New York.....	6	do .....	.....	6	Hemp, sugar, cigars, coffee, sapan wood, &c.	1, 069, 088 00
	1	San Francisco ...	1	San Francisco ...	1	do .....	.....	1	Hemp, sugar, and indigo	160, 710 00

[illegible]

^a Entered and cleared: 2 barks. Aggregate tonnage entered, 635.95.
^b Entered: 7 barks, 4 brigas, 3 schooners—14. Cleared: 7 barks, 2 brigas, 3 schooners—12, and 2 in port. Aggregate tonnage entered, 3,942.43.
^c Entered: 3 barks, 1 steamer, 24 schooners—28. Cleared: 2 barks, 22 schooners—24, and 2 sold and 2 in port. Aggregate tonnage entered, 27,549.
^d Entered: 20 ships, 2 brigas, 1 bark, 2 steamers, 1 schooner—26, and 2 in port. Cleared: 19 ships, 2 brigas, 1 bark, 1 steamer, 1 schooner—24, and 4 in port. Aggregate tonnage entered, 25,011.
^e Entered: 12 brigas 1 bark—13. Cleared: 10 brigas, and 3 in port. Aggregate tonnage entered, 3,743.

Quarter ended December
31, 1866.†

* Entered and cleared: 13 brigs, 6 schooners—19. Aggregate tonnage entered, 4,565.
 Entered: 16 barks, 14 brigs, 12 schooners—42; in port, 7. Cleared: 13 barks, 10 brigs, 10 schooners—33; condemned, 1; in port, 15.

Entered and cleared: 13 brigs 6 schooners—19 Aggregate tonnage entered 4,565.

Aggregate tonnage entered, 11,299.18.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	ENTERED.		No. of Vessels.	CLEARED.		No. of Vessels.	Description.	Value.
		Where from.	Where for.		Where for.	Description.			
SPANISH DOMINIIONS. MATANZAS. H. C. Hall.	1	St. Mary's.....	In port.....	1	In port.....	Pitch pine lumber.	1	In port.....	.....
	1	Darien.....	do.....	1	do.....	do.....	1	do.....	.....
	49	.....	.....	49	.....	.....	49	.....	\$225,608 78
Quarter ended December 31, 1866—Continued.	16	In port.....	New York.....	4	New York.....	.....	4	1,145 hds. 487 bxs. sugar, 726 hds. 58 tes. molasses, &c.	92,155 39
	3	.....	Portland.....	3	Portland.....	.....	3	1,281 hds. 132 tes. 7 bbls. molasses.	31,611 31
	4	.....	Philadelphia.....	4	Philadelphia.....	.....	4	1,458 hds. 138 tes. molasses, 147 tons old iron.	42,103 08
Quarter ended March 31, 1867.*	6	Boston.....	Boston.....	2	Boston.....	Before reported.....	2	818 hds. 68 tes. molasses	23,409 22
	1	.....	New Orleans.....	1	New Orleans.....	.....	1	Ballast.....	.....
	1	.....	Cardenas.....	1	Cardenas.....	.....	1	do.....	.....
	1	.....	Baltimore.....	1	Baltimore.....	.....	1	237 hds. 30 tes. molasses	6,650 14
	1	.....	Boston.....	1	Boston.....	General cargo.....	1	96 hds. sugar, 438 hds. 60 tes. molasses.	16,756 93
	1	.....	New York.....	1	New York.....	do.....	1	539 hds. 53 tes. molasses.	12,893 37
	4	In port.....	In port.....	4	In port.....	(3) general cargo, (1) ballast.	4	In port.....	.....
	1	Savannah.....	Philadelphia.....	1	Philadelphia.....	Pitch pine lumber.	1	519 hds. 45 tes. molasses.	14,017 88
	4	Charleston.....	Charleston.....	2	Charleston.....	Ballast.....	2	560 hds. 6 tes. 17 bbls. molas	14,447 28
	1	.....	In port.....	1	In port.....	do.....	1	In port.....	.....
	1	.....	Baltimore.....	1	Baltimore.....	do.....	1	349 hds. 44 tes. molasses.	8,874 00
	7	Portland.....	Portland.....	7	Portland.....	Machinery, cooperage, &c.....	7	112 hds. sugar, 3,175 hds. 384 tes. molasses.	89,783 89
	3	Philadelphia.....	Philadelphia.....	3	Philadelphia.....	Box shooks and cooperage.....	3	208 hds. sugar, 1,576 hds. 161 tes. 51 bbls. molasses, 24 hds. melado.	54,159 81
	2	.....	Boston.....	2	Boston.....	do.....	2	949 hds. 138 tes. molasses, 6 M cigars.	28,422 55
	1	New York.....	New York.....	1	New York.....	General cargo.....	1	514 hds. 466 bxs. sugar, 66 bbls. honey.	38,781 95

1	Baltimore	1	Box shoeks and cooperage	3,600 00	1	353 hhds. 40 tes. molasses.	8,715 97
1	Remedios	1	Lumber and box shoeks	8,000 00	1	Ballast	1,032 70
1	Portland, via Curdenas	1	Box shoeks	5,800 00	1	40 hhds. molasses	
1	Cienfuegos	1	General cargo	7,100 00	1	Ballast	
5	In port	5	Box shoeks and cooperage	31,400 00	5	33 hhds. 199 bxs. sugar, (in port)	5,150 99
1	Belfast, Me	1	Box shoeks	5,250 00	1	41 hhds. 124 bxs. sugar, 388	13,032 75
1	Trinidad de Cuba	1	General cargo	6,150 00	1	hhds. 19 tes. molasses.	
1	Bristol	1	Provisions	2,000 00	1	Ballast	
1	In port	1	do	2,200 00	1	20 hhds. molasses, fruit, tobacco.	960 94
2	Baltimore	2	Cooperage	8,500 00	2	In port	
2	In port	2	(1) cooperage, (1) ballast.	4,100 00	2	255 hhds. 33 bxs. sugar, 441	25,654 55
1	New Orleans	1	Pitch pine lumber	3,200 00	1	hhds. 51 tes. 25 bbls. molas's	
1	Boston	1	Ballast		1	In port	
1	Portland	1	do		1	372 hhds. 42 tes. molasses	10,847 42
1	Canada, via Portland	1	do		1	143 hhds. 17 tes. molasses	6,428 78
3	Philadelphia	3	do		1	524 hhds. 60 tes. molasses	13,148 41
3	New Orleans	3	do		1	Cargo for Canada	
1	New York	1	do		3	60 hhds. 384 bxs. sugar, 930	40,457 05
2	In port	2	do			hhds. 93 bbls. molasses, 191	
1	Wilmington	1	do		3	tons old iron.	
1	Portland	1	do		3	403 hhds. 124 bxs. sugar, 975	57,942 62
1	New York	1	General cargo	10,300 00	1	hhds. 103 tes. molasses.	
1	Philadelphia	1	Box shoeks	8,200 00	1	440 hhds. sugar	24,936 85
1	New York	1	General cargo	16,500 00	1	In port	
6	In port	6	(5) general cargo, &c., (1) ballast	18,200 00	1	179 hhds. 7 tes. molasses	4,648 69
1	Cardenas	1	Ballast	2,900 00	1	75 hhds. sugar, 456 hhds. 40	18,990 93
2	Key West	2	Salt fish, cattle	1,500 00	1	tes. molasses.	
1	Baltimore	1	Steam boiler, lumber	2,000 00	1	245 hhds. 150 bxs. sugar, 444	28,709 87
1	Cedar Keys	1	Pitch pine lumber	2,800 00	1	hhds. 54 tes. molasses.	
1	Charleston	1	White pine lumber	2,000 00	1	636 hhds. 293 bxs. sugar.	42,932 14
1	Boston	1	do	5,400 00	1	In port, pipe wine	29 72
2	Philadelphia	2	Cooperage	11,200 00	1	Ballast	
1	Cienfuegos	1	General cargo	10,000 00	2	do	
1	Cardenas	1	General cargo in transit	8,900 00	1	40 hhds. sugar, lumber in transit.	2,133 49
1	Remedios	1	Cooperage in transit		1	26 tes. molasses	174 38
6	In port	6	(4) cooperage, general cargo, (2) ballast.	11,200 00	1	75 hhds. sugar, 155 hhds. 100	9,693 81
1	Belfast, Me	1	Ballast		1	bbls. molasses.	
1	Cardenas	1	General cargo		1	543 hhds. 51 tes. molasses	14,392 37
1	Cardenas	1	General cargo in transit		2	294 hhds. 60 bxs. sugar, 440	30,580 41
1	Cardenas	1	Cooperage in transit		1	hhds. 55 tes. molasses.	
1	Cardenas	1	Cooperage, general cargo, (2) ballast.		1	Ballast	
1	Cardenas	1	Ballast		1	In port	
1	Cardenas	1	Ballast		1	Part inward cargo	
1	Cardenas	1	Ballast		1	Inward cargo	
1	Cardenas	1	Ballast		6	In port	
1	Cardenas	1	Ballast		1	413 hhds. 13 tes. molasses	9,717 75

* Entered : 32 barks, 46 brigs, 31 schooners, 1 steamer—110; in port, 16. Cleared : 23 barks, 41 brigs, 20 schooners, 1 steamer—85; in port, 41. Aggregate tonnage entered, 30,527.80.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.							
	ENTERED.		CLEARED.	INWARD.		OUTWARD.					
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.				
SPANISH DOMINIONS. MATANZAS. <i>H. C. Hall.</i> Quarter ending March 31, 1867—Continued.	1	New York, via Cardenas.	1	In port.....	1	Box shooks.....	\$6,100 00	1	In port.....	372 hhds. 50 tes. molasses, 15 bbls. honey.	\$11,207 99
	1	Fernandina.....	1	Boston.....	1	Pitch pine lumber, salt.....	5,100 00	1	In port.....	534 hhds. 190 bxs. sugar, 325 hhds. 40 tes. molasses.	46,041 73
	1	St. Mary's Ga.....	1	In port.....	1	Pitch pine lumber.....	4,700 00	1	In port.....	366 hhds. 40 tes. molasses.....	9,855 14
	4	St. John's, N. B.....	2	New Orleans.....	2	Box shooks.....	11,100 00	2	In port.....	341 hhds. 94 tes. molasses.....	7,794 87
	1	Wilmington.....	2	In port.....	2	Box shooks, lumber.....	7,700 00	1	In port.....	307 hhds. 35 tes. molasses.....	8,043 15
	6	Mobile.....	1	Philadelphia.....	1	Pitch pine lumber.....	3,200 00	1	In port.....	838 hhds. 101 tes. molasses.....	24,381 39
			1	Philadelphia.....	1	do.....	4,000 00	2	In port.....	Ballast.....	
			2	New York.....	2	do.....		1	In port.....	Ballast.....	
			1	Remedios.....	1	do.....		1	In port.....	Ballast.....	
			1	In port.....	1	Pitch pine lumber.....	2,500 00	1	In port.....	549 hhds. 70 tes. molasses.....	13,121 94
	1	Bath, Me.....	1	New York.....	1	Ballast.....		1	In port.....	320 hhds. 50 tes. molasses.....	9,662 31
	1	Pensacola.....	1	Baltimore.....	1	Pitch pine lumber.....	3,000 00	1	In port.....	534 hhds. 45 tes. molasses.....	13,579 82
	1	Wiscasset.....	1	Philadelphia.....	1	Box shooks and boards.....	5,100 00	1	In port.....	do.....	
	1	Valencia.....	1	In port.....	1	Ballast.....		1	In port.....	do.....	
	4	New Orleans.....	1	do.....	4	Empty casks, (3 ballast)	400 00	4	In port.....	do.....	
	3	Savannah.....	3	do.....	3	Ballast.....		3	In port.....	do.....	
	1	Appalachicola.....	1	do.....	1	do.....		1	In port.....	do.....	
1	Providence.....	1	Canada.....	1	do.....		1	In port.....	Cargo for Canada.....		
	126		126			393,530 00		126			987,297 94
Quarter ended June 30, 1867.*	41	In port.....	9	New York.....				9	3,237 hhds. and 1,397 bxs. sugar, 794 hhds. and 84 tes. molasses, 4,782 doz. pines, 654 hhds. and 60 bxs. sugar, 2,609 hhds. and 275 tes. mo- lasses, 30 bbls. honey.	224,240 51	
			8	Philadelphia.....				8			113,270 10

23	New York	9	Portland	41	Before reported	9	60 hds. sugar, 4,427 bbls. 489 tes. and 2 bbls molasses.	121,331 17
		4	Baltimore			4	259 bbls. and 60 bxs. sugar, 1,112 bbls., 188 tes., and 10 bbls. molasses.	45,079 62
		4	Boston			4	200 hds. and 617 bxs. sugar, 1,513 hds. and 180 tes. molasses.	69,896 33
		1	Cork			1	Cargo for Europe	
		3	New Orleans			3	180 hds. and 75 bxs. sugar, 792 hds. and 78 tes. molasses.	32,572 74
		2	(1) Remedios; (1) Sagua la Grande			2	Ballast	
		1	Mobile			1	508 hds. and 53 tes. molasses.	16,750 00
		9	New York		9	General cargo and cooperage	2,415 hds. and 5,751 bxs. sugar, 72 bbls. honey, 11,752 doz. pines.	237,544 30
7	Boston	10	(4) Sagua; (5) Remedios; (1) Havana		10	(5) general cargo; (5) ballast	Ballast	
		2	Boston		2	Ballast	1,108 hds. and 133 tes. molasses	33,174 68
		1	Philadelphia		1	Empty casks	316 hds. and 60 bxs. sugar, 130 hds. and 15 tes. molasses.	21,850 87
		1	In port		1	General cargo	In port, (sundries)	132 74
15	Portland	1	Boston		1	do	346 hds. and 556 bxs. sugar	28,293 68
		3	Philadelphia		3	Cooperage and ballast	615 hds. and 691 bxs. sugar, 227 hds. and 165 bbls. molasses, 10 M cigars, 100 doz. pines.	53,135 77
		2	(1) Sagua; (1) Remedios		2	General cargo	Ballast	
		1	In port		1	Ice	In port	
		3	Portland		3	Box shooks, cooperage	1 hhd. and 3 bxs. sugar, 1,455 hds. and 189 tes. molasses.	36,352 02
		2	Boston		2	do	62 hds. and 2 bxs. sugar, 923 hds. and 97 tes. molasses, 8,000 cigars.	29,495 46
		2	New York		2	Box shooks, general cargo	1,251 hds. and 220 bxs. sugar, 50 bbls. honey, 14,500 cigars.	67,272 51
		3	Baltimore		3	do	661 hds. and 277 bxs. sugar, 335 hds. and 40 tes. molasses.	46,996 78
4	Key West	1	Philadelphia		1	Cooperage	255 hds. and 44 tes. molasses.	8,660 77
		3	(2) Sagua; (1) Remedios		3	Cooperage, empty casks	Ballast	
		1	In port		1	Cooperage	In port	
		2	Philadelphia		2	Ballast	442 hds. and 60 bxs. sugar	25,500 94
1	Darien, Ga.	1	New York		1	do	858 hds. and 103 tes. molasses.	26,113 88
		1	Boston		1	do	389 hds. and 64 tes. molasses.	12,528 69
		1	In port		1	Pitch pine lumber	In port	
		2	Sagua la Grande		2	Ballast	Ballast	
1	Las Palmas	1	New York		1	General cargo	511 hds. and 100 bxs. sugar	26,917 71

* Entered: 1 ship, 28 barks, 46 brigs, 29 schooners—104, and 41 in port. Cleared: 1 ship, 40 barks, 59 brigs, 41 schooners—141, and 4 in port. Aggregate tonnage entered, 31,373.59.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	Where from.	CLEARED.		Description.	Value.	No. of Vessels.	Description.	Value.
			No. of Vessels.	Where for.					
SPANISH DOMINIONS.									
MATANZAS.									
<i>H. G. Hall.</i>									
Quarter ended June 30, 1867—Continued.	1 6	Bristol, R. I. Havana	1 2	New York Boston	Cooperage Ballast	\$4,400 00	1 2	621 bxs. sugar 207 hhd. and 1,279 bxs. sugar, 396 hhd. and 52 tes. molasses, 294 hhd. and 35 tes. molasses, 774 hhd. and 79 tes. molasses. Cargo for Europe.	\$12,990 55 48,375 67
	6	Philadelphia	1 1 1 2	Philadelphia New York Falmouth Philadelphia	do do Sugar in transit General cargo and cooperage		1 2 2 2	306 hhd. and 65 bxs. sugar, 521 hhd. and 51 tes. molasses. Ballast	8,057 38 20,616 31 31,045 06
			2	(1) Sagua; (1) Remedios	Empty casks	3,100 00	2	Ballast	
			1	New York, <i>via</i> Remedios	do	2,200 00	1	100 bxs. sugar	1,704 90
	2	Belfast, Me.	1 1	Boston Portland	Ballast Box shooks and lumber		1 1	419 hhd. and 433 bxs. sugar 417 hhd. and 26 tes. molasses	31,586 45 9,446 56
	6	Baltimore	1 1 2 4	New York Philadelphia Baltimore	Cooperage General cargo and ballast General cargo and cooperage	3,300 00 4,200 00 7,600 00 23,000 00	1 1 2 4	391 hhd. and 75 bxs. sugar 696 hhd. and 97 tes. molasses, 700 hhd. and 317 bxs. sugar, 654 hhd. 115 tes., and 15 bbls. molasses.	21,904 74 20,704 74 59,639 69
	4	Charleston	1 1 1	do New Orleans Remedios	Ballast do do		1 1 1	370 hhd. and 71 tes. molasses, 484 hhd. and 50 tes. molasses, Ballast	10,467 52 13,381 06
	3	Galveston	2	(1) Remedios; (1) Cardenas	Pitch pine lumber	6,000 00	1	377 hhd. and 100 bxs. sugar, 162 hhd. and 16 tes. molasses, Ballast	25,766 00
	15	New Orleans	1	(2) Sagua; (5) Remedios; (1) Cardenas	Ballast do		2	401 hhd. and 45 tes. molasses, 3,500 cigars, Ballast	11,549 71

3	New York.....	3	do	3	329 hhds. and 153 bxs. sugar, 898 hhds. and 101 tes. molas.	46,856 45
2	Boston	2	do	2	1,704 bxs. sugar, 374 hhds. and 48 tes. molasses.	44,412 94
1	Charleston	1	do	1	100 hhds. and 1 box sugar, 118 hhds. and 80 bbls. molasses, 75 doz. pines, 39 bales to- bacco.	11,610 32
1	Baltimore	1	do	1	237 hhds. and 160 bxs. sugar, 34 hhds. molasses.	15,488 24
1	Boston	1	Lumber	1	100 hhds. sugar, 477 hhds. and 52 tes. molasses.	17,286 73
1	Savannah	1	do	1	215 hhds., 63 tes., and 12 bbls. molasses.	7,198 67
1	St. Mark's, Fla.	1	Ballast	1	375 hhds. and 159 bxs. sugar.	20,442 70
1	Philadelphia	1	do	1	485 hhds. and 50 tes. molasses.	13,491 41
1	New Orleans	1	do	1	190 hhds., 36 tes., and 47 bbls. molasses.	5,051 03
2	Boston	2	do	2	844 hhds. and 105 tes. molasses.	25,335 72
1	Remedios	1	do	1	Ballast .....	.....
145	.....	145	.....	145	.....	1,813,491 82
3	New York	3	Before reported.	3	909 hhds. and 474 bxs. sugar, 252 hhds. and 45 tes. molas s.	75,011 75
1	Boston	1	General cargo	1	195 bxs. sugar, 409 hhds. and 64 tes. molasses.	19,010 87
1	New York	1	do	1	537 hhds. and 222 bxs. sugar, 50 hhds. molasses.	41,931 39
1	In port	1	do	1	Ballast .....	.....
5	Sagua la Grande	5	General cargo and cooorage	5	588 hhds. and 1,591 bxs. sugar, do	95,828 90
1	Baltimore	1	Shooks	1	791 hhds. and 102 tes. molas.	.....
1	In port	1	Coorage	1	In port .....	.....
1	Havana	1	do	1	Ballast .....	.....
1	Remedios	1	do	1	do	8,313 99
1	Portland	1	do	1	318 hhds. and 38 tes. molasses	9,345 20
1	Baltimore	1	do	1	291 hhds. and 35 tes. molasses	.....
2	In port	2	Lumber and shooks	2	In port	11,538 00
1	Boston	1	Potatoes, onions	1	367 hhds. and 45 tes. molasses.	62,214 84
1	New Orleans	1	Ballast	1	711 hhds. and 784 bxs. sugar	13,859 38
1	New York	1	General cargo	1	549 hhds. and 63 tes. molasses	.....
1	In port	1	do	1	In port .....	.....
1	Havana	1	Coorage	1	Ballast .....	.....
1	Sagua la Grande	1	Ballast	1	do .....	.....
1	Remedios	1	Provisions and cooorage	1	do .....	.....
1	New York	1	General cargo	1	162 hhds. and 1,284 bxs. sugar, 40 hhds. molasses.	39,736 86
1	In port	1	Coorage and coal	1	In port .....	.....

Quarter ended September
30, 1897.*

* Entered: 10 barks, 14 brigs, 4 schooners—28, and 4 in port. Cleared: 10 barks, 11 brigs, 5 schooners—36, and 6 in port. Aggregate tonnage entered, 8,237.96.

Navigation and commerce of the United States with foreign nations—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	No. of Vessels.	Where from.	CLEARED.		INWARD.	OUTWARD.	Value.
			No. of Vessels.	Where for.			
SPANISH DOMINIONS.							
MANTANZAS.							
H. C. Hall.							
Quarter ended September 30, 1867—Continued.	2	Jacksonville.....	1	Remedios.....	Pitch pine lumber.....	1	Ballast.....
	1	Galveston.....	1	Jacksonville.....	do.....	1	do.....
	1	Key West.....	1	Havana.....	Ballast.....	1	do.....
				do.....	do.....	1	do.....
	32		32				\$376,791 20
MAYAGUEZ.							
J. C. Coze.							
Quarter ended December 31, 1866.*	1	Baltimore.....	1	Baltimore.....	Provisions, lumber, cooperage..	1	216 hhds. sugar.....
	3	New York.....	3	New York.....	Agricultural implements, &c....	3	33 hhds. molasses, oranges, &c..
	2	Newburyport.....	3	Newburyport.....	Provisions, lumber, &c....	3	65 hhds. molasses, oranges, &c..
	2	Bangor.....	1	Philadelphia.....	White pine lumber.....	1	Ballast.....
				In port.....			In port.....
	1	New Haven.....	1	New Haven.....	Provisions, lumber, cooperage..	1	Ballast.....
	1	Georgetown, S.C.....	1	St. Thomas.....	Pitch pine lumber, tar, &c....	1	50 bags coffee; 2,485 lbs. lig- numvia.
	2	Wilmington.....	1	Ponce.....	Pitch pine lumber.....	1	Inward cargo.....
				Wilmington.....	do.....		Oranges and cocoa-nuts.....
	2	Machias.....	1	New York.....	White pine lumber.....	1	Oranges.....
				Arecibo.....		1	Ballast.....
	1	Philadelphia.....	1	do.....	Provisions, cooperage, &c....	1	do.....
	1	St. Martin's.....	1	New York.....	Ballast.....	1	Oranges.....
	1	Arecibo.....	1	do.....	289 hhds. molasses for New York.	1	Oranges and bambo canes.....
	18		18				33,574 00

Quarter ended March 31, 1867.	2	In port.	1	Philadelphia.	1	2	Before reported.	1	342 hds. sugar	18,147 91
	1	Philadelphia.	1	Baltimore.	1	1	Provisions and cooperage.	1	282 hds. sugar	11,739 61
	1	Philadelphia.	1	Philadelphia.	1	1	Provisions and cooperage.	1	189 hds. sugar; 40 pun. molasses.	9,576 02
	5	New York.	4	New York.	4	4	Provisions, cooperage, and specie	4	676 hds. sugar; 143 pun. molasses; 727,100 oranges.	43,627 75
	2	Wilmington	1	In port.	1	1	Ballast.	1	In port.	
	1	Wilmington	1	Wilmington	1	1	154 M. pitch pine lumber; 14 M. shingles.	1	50 hds. sugar; 25 pun. molasses.	3,512 90
	1	Ponce	1	Ponce	1	1	119,491 M. pitch pine lumber; 14 600 M. shingles.	1	Inward cargo.	
	3	Baltimore	2	Baltimore	2	2	Provisions, lumber, cooperage.	2	672 hds. sugar; 58 pun. molasses.	39,370 77
	1	In port.	1	In port.	1	1	Cooperage and kerosene.	1	In port.	
	4	Newburyport.	4	Newburyport	4	4	Provisions, lumber, fish.	4	1 ballast, 217 hds. sugar; 342 pun. mol's; 124 bags coffee.	23,536 38
	2	Georgetown, S.C.	1	Arroyo	1	1	158,698 ft. pitch pine lumber.	1	Ballast.	
	1	Georgetown, S.C.	1	Aguadilla	1	1	134,000 ft. pitch pine lumber.	1	Inward cargo.	
	2	St. John's, P. R.	2	New Haven	2	2	(1) ballast, specie.	2	302 hds. sugar; 276 pun. molasses.	18,492 74
	3	New Haven	3	do.	3	3	Provisions, cooperage, specie.	3	197 hds. sugar; 779 pun. mol's.	34,408 79
	1	Maclias	1	Ponce	1	1	White pine lumber.	1	Inward cargo.	
	1	Savannah	1	do.	1	1	do.	1	277 hds. sugar; 40 pun. molasses, &c.	17,637 43
	1	Pensacola	1	Philadelphia.	1	1	do.	1	25 hds. sugar; 380 pun. molasses.	11,849 79
	2	Ponce	1	Boston	1	1	Ballast.	1	Ballast.	
			1	Ponce	5	5	148 M. white pine lumber.	1	Inward cargo.	
	2	Jacksonville	1	Huamacao	1	1	70 M. white pine lumber.	1	In port.	
			1	In port.	1	1	95 M. white pine lumber.	1	In port.	
	1	Boston	1	Philadelphia	1	1	Ballast.	1	271 hds. sugar	15,875 41
	2	Trinidad	1	In port.	1	1	do.	1	In port.	
			1	New York.	1	1	do.	1	150 hds. sugar; 346 pun. molasses.	18,351 25
	1	Aguadilla	1	In port.	1	1	do.	1	In port.	
	1	New Orleans	1	do.	1	1	do.	1	do.	
	36		36		36	36		36		266,045 75
Quarter ended June 30, 1867.										
	6	In port.	1	New York.	1	1	Before reported.	1	150 hds. sugar; 313 pun. molasses.	16,972 52
			1	New Haven	1	1		1	108 hds. sugar; 124 pun. molasses.	10,411 95
			2	Baltimore	2	2		2	632 hds. sugar; 1 pun. molasses.	40,840 22
			1	Bridgeport	1	1		1	68 hds. sugar; 280 pun. molasses.	13,446 49
			1	New Orleans	1	1		1	267 hds. sugar; 45 pun. molasses.	20,288 63

* Entered: 6 brigs, 12 schooners—18. Cleared: 5 brigs, 12 schooners—17, and 1 in port. Aggregate tonnage entered, 3,162.07.
† Entered: 3 barks, 18 schooners—34, and 2 in port. Cleared: 2 barks, 13 brigs, 15 schooners—30, and 6 in port. Aggregate tonnage entered, 5,915.99.
‡ Entered: 2 barks, 14 brigs, 8 schooners—24, and 6 in port. Cleared: 3 barks, 16 brigs, 11 schooners—30. Aggregate tonnage entered, 4,307.69.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.		
	ENTERED.		Cleared.	INWARD.		OUTWARD.
	No. of Vessels.	Where from.		No. of Vessels.	Description.	No. of Vessels.
SPANISH DOMINIONS. MAYAGUEZ. J. S. Coze. Quarter ended June 30, 1867.—Continued.	7	Baltimore	7	Baltimore	Cooperage and provisions	7
	6	New Haven	5	New Haven	Specie	5
	2	St. John's, P. R. ..	1	Guayamilla	Cooperage and provisions	1
	1	Barbadoes	1	New York	Specie	2
	5	Newburyport	5	do.	Cooperage and provisions	1
	1	Guadeloupe	1	Newburyport	Specie	1
	1	Machias	1	do.	Ballast	2
	1	Philadelphia	1	George town	524 pun. molasses	1
	30	.....	30	Boston	533 bhd. sugar; 359 pun. mo- lasses.	5
	3	Newburyport	3	Ponce	12 pun. molasses	1
Quarter ended September 30, 1867.* W. Haddock. Quarter ended December 31, 1866.†	3	Baltimore	3	Newburyport	Specie and ballast	3
	3	Machias	1	Baltimore	Lumber	1
	1	New Haven	1	Guayamilla	Cooperage	1
	8	.....	8	.....	Specie and ballast	8
	1	Arrayo	1	Norwich	Ballast	1
	3	Newburyport	3	Newburyport	Provisions and lumber	3
	3	Baltimore	3	Baltimore	Provisions and cooperage	3
	1	Machias	1	Aguadilla, P. R. ..	White pine lumber	1
	1	New Haven	1	Guayamilla	Provisions and lumber	1
	8	.....	8	.....	.....	8
NAGUABO, HUMACAO, FA- JARDO. W. Haddock. Quarter ended December 31, 1866.†	7	Baltimore	7	Baltimore	Cooperage and provisions	7
	6	New Haven	5	New Haven	Specie	5
	2	St. John's, P. R. ..	1	Guayamilla	Cooperage and provisions	1
	1	Barbadoes	1	New York	Specie	2
	5	Newburyport	5	do.	Cooperage and provisions	1
	1	Guadeloupe	1	Newburyport	Specie	1
	1	Machias	1	do.	Ballast	2
	1	Philadelphia	1	George town	524 pun. molasses	1
	30	.....	30	Boston	533 bhd. sugar; 359 pun. mo- lasses.	5
	3	Newburyport	3	Ponce	12 pun. molasses	1
NAGUABO, HUMACAO, FA- JARDO. W. Haddock. Quarter ended December 31, 1866.†	7	Baltimore	7	Baltimore	Cooperage and provisions	7
	6	New Haven	5	New Haven	Specie	5
	2	St. John's, P. R. ..	1	Guayamilla	Cooperage and provisions	1
	1	Barbadoes	1	New York	Specie	2
	5	Newburyport	5	do.	Cooperage and provisions	1
	1	Guadeloupe	1	Newburyport	Specie	1
	1	Machias	1	do.	Ballast	2
	1	Philadelphia	1	George town	524 pun. molasses	1
	30	.....	30	Boston	533 bhd. sugar; 359 pun. mo- lasses.	5
	3	Newburyport	3	Ponce	12 pun. molasses	1

\$153,936 43

62,934 42

42,964 52

17,373 56

42,231 14

463 53

2,482 29

424,345 70

19,889 60

55,003 95

74,893 55

7,153 27

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	No. of Vessels.	ENTERED.		No. of Vessels.	CLEARED.		No. of Vessels.	INWARD.	
		Where from.	Where for.		Where for.	Where to.		Description.	Description.
SPANISH DOMINIONS. NUEVITAS. <i>R. Gibbs.</i> Quarter ended March 31, 1867.*	4	In port.....	4	New York.....	4	Before reported.....	4	333 hhds. sugar; 637 hhds. molasses; 25 bales tobacco; 4,000 cigars; 1,056 logs cedar, 171 656 ft.; 38,000 ft. mahogany; 5 hhds. 9 tes. honey.	
	16	New York.....	10	New York.....	2	Cooperage.....	10	1,488 hhds. 57 bbls. sugar; 1,604 hhds. 7 tes. molasses; 504,412 ft. cedar; 40,099 ft. mahogany; 23 tons fustic; 7 hhds. 76½ tes. honey.	\$52,568 36
						General cargo.....			
						In transit.....			
	2	Jacksonville....	3	New York.....	2	Pitch pine.....	3	In port.....	
	1	Antigua.....	2	New York.....	1	Ballast.....	2	433 hhds. sugar; 233 hhds. molasses; 14 tes. honey.	30,943 48
	3	Havana.....	2	do.....	3	Ballast.....	2	240 hhds. 20 tes. molasses; 1,435 hhds. sugar; 44 hhds. molasses; 2 hhds. 8 tes. honey.	8,731 32 80,278 74
	3	Santiago.....	3	In port.....	3	In transit.....	1	In port.....	
	29		29				3	In transit.....	
									328,041 90
Third quarter.....		No report.....							
Quarter ended September 30, 1867.†	1	In port.....	1	New York.....	1	Before reported.....	6	1,636 hhds. 4 tes. sugar; 785 hhds. 4 tes. molasses; 14 hhds. melado; 212 logs co-	126,481 50

PONCE, P. R.

*P. J. Minvielle.*Quarter ended December
31, 1866,†

6	New York.....	5	New York.....	5	General cargo	37,000 00	1	dar; 45½ tons fustic; 15 tes. honey; 2 bales cattle hair; 1 bale white wax.
2	Santiago	2	In port.....	2	Ballast.....	.....	2	172 hog skins; 27 ox hides.
9	.....	9	In transit.....	9	In transit.....	.....	9	In port.....
1	In port.....	1	New Haven	1	Before reported.....	.....	1	Sugar and molasses.....
2	.....	1	Guaymilla.....	1	White pine lumber.....	3,400 00	1	Ballast.....
1	New Haven	1	New Haven	1	Provisions, hoops, shoos.....	27,000 00	1	Sugar and molasses.....
1	In port.....	1	In port.....	2	Pitch pine lumber.....	4,400 00	1	In port.....
1	St. Domingo.....	1	St. Domingo.....	1	Provisions, hoops, shoos.....	8,800 00	1	Ballast.....
2	New York.....	1	New York.....	2	Provisions, hoops, shoos.....	.....	1	Oranges.....
1	Arroyo.....	1	Arroyo.....	7	.....	43,600 00	7	Part inward cargo.....
7	.....	7	.....	.....	.....	.....	.....	.....
1	In port.....	1	New Haven	1	Before reported.....	.....	1	Molasses.....
3	Baltimore	1	Baltimore	3	Provisions, hoops, shoos.....	30,500 00	2	Sugar.....
1	Arroyo.....	1	New Haven	1	Ballast.....	.....	1	Sugar and molasses.....
2	New Haven	1	do.....	2	Provisions, hoops, shoos.....	11,500 00	1	do.....
2	New York.....	1	New York.....	2	.....do.....	18,000 00	1	In port.....
3	Savannah	1	Coamo.....	2	Pitch pine lumber, shingles, rice.	4,500 00	1	Molasses.....
1	New York.....	1	New York.....	3	.....do.....	.....	1	Loading.....
4	St. Martin	1	In port.....	1	Ballast.....	.....	1	Oranges, plantains, &c.
1	.....	1	Arroyo.....	4	White pine lumber.....	12,100 00	1	Sugar and molasses.....
1	Philadelphia	1	Mayaguez.....	1	Shoos, provisions, nails.....	10,100 00	1	Inward cargo.....
1	Providence	1	Del. Breakwater.....	1	Ballast.....	1,600 00	1	Sugar.....
1	Fall river.....	1	Philadelphia	1	Provisions, hoops.....	.....	1	Ballast.....
1	Barbadoes.....	1	Fall River	1	Ballast.....	.....	1	Molasses.....
1	Wilmington	1	Philadelphia	1	Pitch pine lumber.....	2,900 00	1	Sugar.....
1	Georgetown, S.C.....	1	In port.....	1	.....do.....	2,800 00	1	In port.....
1	Santa Cruz.....	1	Boston.....	1	Ballast.....	.....	1	Sugar, molasses.....
1	St. Kitts.....	1	Guaymilla.....	1	.....do.....	.....	1	Oranges.....
1	.....	1	New York.....	1	.....	.....	1	Molasses.....

Quarter ended March 31,
1867,§

1	In port.....	1	New Haven	1	Before reported.....	.....	1	Molasses.....
3	Baltimore	1	Baltimore	3	Provisions, hoops, shoos.....	30,500 00	2	Sugar.....
1	Arroyo.....	1	New Haven	1	Ballast.....	.....	1	Sugar and molasses.....
2	New Haven	1	do.....	2	Provisions, hoops, shoos.....	11,500 00	1	do.....
2	New York.....	1	New York.....	2	.....do.....	18,000 00	1	In port.....
3	Savannah	1	Coamo.....	2	Pitch pine lumber, shingles, rice.	4,500 00	1	Molasses.....
1	New York.....	1	New York.....	3	.....do.....	.....	1	Loading.....
4	St. Martin	1	In port.....	1	Ballast.....	.....	1	Oranges, plantains, &c.
1	.....	1	Arroyo.....	4	White pine lumber.....	12,100 00	1	Sugar and molasses.....
1	Philadelphia	1	Mayaguez.....	1	Shoos, provisions, nails.....	10,100 00	1	Inward cargo.....
1	Providence	1	Del. Breakwater.....	1	Ballast.....	1,600 00	1	Sugar.....
1	Fall river.....	1	Philadelphia	1	Provisions, hoops.....	.....	1	Ballast.....
1	Barbadoes.....	1	Fall River	1	Ballast.....	.....	1	Molasses.....
1	Wilmington	1	Philadelphia	1	Pitch pine lumber.....	2,900 00	1	Sugar.....
1	Georgetown, S.C.....	1	In port.....	1	.....do.....	2,800 00	1	In port.....
1	Santa Cruz.....	1	Boston.....	1	Ballast.....	.....	1	Sugar, molasses.....
1	St. Kitts.....	1	Guaymilla.....	1	.....do.....	.....	1	Oranges.....
1	.....	1	New York.....	1	.....	.....	1	Molasses.....

* Entered: 6 steamers, 3 barks, 9 brigs, 7 schooners—25, and 4 in port. Cleared: 6 steamers, 3 barks, 8 brigs, 8 schooners—25, and 4 in port. Aggregate tonnage entered, 8,204.46.

† Entered: 3 steamers, 1 brig, 4 barks—8, and 1 in port. Cleared: 3 steamers, 1 bark, 4 brigs—8, and 1 in port. Aggregate tonnage entered, 3,399.61.

‡ Entered: 2 brigs, 3 brigantines, 1 schooner—6, and 1 in port. Cleared: 1 brig, 3 brigantines, 2 schooners—6, and 1 in port. Aggregate tonnage entered, 1,412.19.

§ Entered: 1 bark, 7 brigantines, 18 schooners—26, and 1 in port. Cleared: 1 bark, 1 brig, 5 brigantines, 14 schooners—21, and 6 in port. Aggregate tonnage entered, 4,491.23.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.				
	ENTERED.		Where for.	INWARD.		Value.	Description.	Value.
	No. of Vessels.	Where from.		No. of Vessels.	Description.			
SPANISH DOMINIONS. PONCE, P. R. <i>P. J. Minvielle.</i> Quarter ended March 31, 1867—Continued.	1	Guadeloupe	Guanica	1	Ballast		Ballast	
	1	Mayaguez	In port.	1	do.		In port.	
	27			27		\$94,000 00		\$169,279 95
	6	In port.	Portland		Before reported.		Sugar, molasses, coffee.	14,579 13
			Fall River				Molasses, coco-nuts, copper, &c	3,929 30
			Boston				Molasses and sugar	21,036 39
			Baltimore				Sugar	33,606 20
			New Haven				Molasses	12,360 51
			New York				Molasses and sugar	32,142 30
			do				do.	44,630 53
Quarter ended June 30, 1867.*			Philadelphia		Provisions, drugs, &c.		do.	14,778 45
			Mayaguez.		White pine lumber		Inward cargo.	
			New York		Export cargo		Sugar and molasses	19,647 52
			do.		Pitch pine lumber		Molasses	11,735 28
			Barbadoes.		Ballast		Sugar and molasses	16,868 44
			Guadeloupe		do.		do.	31,078 35
			Philadelphia.		Provisions and cooperage		Sugar	22,197 74
			In port.		do.		In port.	35,767 03
			New Haven		do.		Sugar and molasses	
			New York		do.		Ballast	
			Humacao		Wood hoops		In port.	5,643 80
			Fall River.		Ballast		Molasses	
			Newport, R. I.		Provisions, cooperage		do.	30,958 96
			Baltimore		Export cargo		Sugar	21,234 10

Quarter ended September 30, 1867. †	27	In port.....	Boston	New Haven	Philadelphia.....	New York.....	New Haven	Turk's Island.....	In port.....	Baltimore	New Haven	In port.....	New Haven	18	1	Ballast.....	2	In port.....	372, 194 03
	4	In port.....	1	1	2	4	2	1	1	1	1	1	3	18	4	In port.....	4	Sugar and molasses.....	94, 836 59
	8	New York.....	1	1	2	4	2	1	1	1	1	1	3	18	7	Hoops, shooks, headings, Florida water, drugs, kerosene, provisions, furniture, tallow, &c.	52, 754 00	Sugar and molasses.....	112, 972 17
	1	Baltimore	1	1	2	4	2	1	1	1	1	1	3	18	1	Ballast.....	1	Sugar	26, 254 05
	2	New Haven	1	1	2	4	2	1	1	1	1	1	3	18	2	Shooks, hoops, and provisions.....	16, 100 00	Sugar and molasses.....	17, 634 03
	3	Guayanilla.....	1	1	2	4	2	1	1	1	1	1	3	18	3	Guayanilla	80, 054 00	Sugar and molasses	39, 054 22
	18		1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	290, 741 06
PORT MAHON.	7	New York.....	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
H. B. Robinson.	3	Boston	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
Quarter ended December 31, 1866. †	3	Boston	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
	3	Callao.....	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
	13		1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
Quarter ended March 31, 1867. §	2	New York	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
	1	Boston	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
	1	New Orleans	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
	4		1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
			1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
3d quarter.....		No arrivals	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
			1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
Quarter ended September 30, 1867. ||	1	New Orleans	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	
	4	Callao	1	1	2	4	2	1	1	1	1	1	3	18	13	Performing quarantine. Did not break bulk.	13	Inward cargo.....	

* Entered: 2 brigs, 10 brigantines, 9 schooners--21, and 6 in port. Cleared: 2 brigs, 9 brigantines, 12 schooners--23, and 4 in port. Aggregate tonnage entered, 4,102,20.

† Entered: 4 brigs, 7 brigantines, 3 schooners—14, and 4 in port. Cleared: 3 brigs, 10 brigantines, 3 schooners—16, and 2 in port. Aggregate tonnage entered, 2,287.84.

†Entered and cleared: 11 barks, 2 ships—13. Aggregate tonnage entered, 7,055. §Entered and cleared: 4 barks. Aggregate tonnage entered, 1,383.

|| Entered and cleared: 4 barks, 4 ships, 1 brig—9. Aggregate tonnage entered, 6,184.

PORT MAHON.

H. B. Robinson.

Quarter ended December
31, 1866. †

Quarter ended March 31,
1867. §

3d quarter.....	No arrivals.....
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Quarter ended September
30, 1867. ||

* Entered: 2 brigs, 10 brigantines, 9 schooners--21, and 6 in port. Cleared: 2 brigs, 9 brigantines, 12 schooners--23, and 4 in port. Aggregate tonnage entered, 4,102,20.

† Entered: 4 brigs, 7 brigantines, 3 schooners—14, and 4 in port. Cleared: 3 brigs, 10 brigantines, 3 schooners—16, and 2 in port. Aggregate tonnage entered, 2,287.84.

†Entered and cleared: 11 barks, 2 ships—13. Aggregate tonnage entered, 7,055. §Entered and cleared: 4 barks. Aggregate tonnage entered, 1,383.

|| Entered and cleared: 4 barks, 4 ships, 1 brig—9. Aggregate tonnage entered, 6,184.

6	Cardenas.....	1	Boston.....	1	do.....	1	540 lbsds. 54 tes. molasses	16,671 97
			New York.....	1	do.....	1	637 lbsds., 87 tes., and 1 bbl.	40,673 19
6	Portland.....	5	In port.....	5	do.....	3	sugar; 50 lbsds. molasses.	
		3	Portland.....	3	do.....	3	1,167 lbsds., 47 tes., and 273	40,368 02
					Cooperage and lumber.....		bbls. molasses.	
11	Philadelphia.....	2	Boston.....	2	Cooperage and box shooks.....	2	558 lbsds. 63 tes. molasses	18,360 16
		1	In port.....	1	Cooperage.....	1	In port.....	
		2	Philadelphia.....	2	do.....	2	422 lbsds. 43 tes. sugar; 421	42,244 97
					do.....		bbls., 40 tes., and 104 bbls.	
					do.....		molasses.	
		1	New York.....	1	do.....	1	435 lbsds., 40 tes., and 1 bbl.	25,424 96
			In port.....	8	do.....	8	sugar.	
2	Key West.....	8	Philadelphia.....	8	Ballast.....	2	921 lbsds., 71 tes., and 21 bbls.	31,592 39
2	Baltimore.....	1	Baltimore.....	1	Cooperage.....	1	314 lbsds., 27 tes., and 1 bbl.	18,714 66
			In port.....	1	do.....	1	sugar; 40 lbsds. molasses.	
2	Charleston.....	1	Philadelphia.....	1	Ballast.....	1	In port.....	
2	Boston.....	1	In port.....	1	do.....	1	299 lbsds. 28 tes. molasses.....	9,706 00
2	Pensacola.....	2	do.....	2	Lumber and machinery.....	2	do.....	
4	New York.....	2	do.....	2	do.....	2	do.....	
		1	New York.....	1	Cooperage and provisions.....	1	289 lbsds., 31 tes., and 1 bbl.	24,999 23
					do.....		sugar; 201 lbsds. 6 tes. mo-	
					do.....		lasses; 1,340 horns.	
		1	New Orleans.....	1	do.....	1	431 lbsds., 16 tes., and 134	15,045 73
			In port.....	2	Cooperage, machinery, & md'se.....	2	bbls. molasses.	
					do.....		In port.....	
55		55		55				623,931 67
27	In port.....	10	New York.....	10	do.....	10	4,987 lbsds., 471 tes., 2 bbls.,	297,555 34
					do.....		and 133 boxes sugar; 155	
					do.....		lbsds. molasses, 153 gals.	
			Philadelphia.....	6	do.....	6	honey.	
					do.....		2,551 lbsds., 182 tes., and 1 bbl.	176,521 90
					do.....		sugar; 721 lbsds., 53 tes.,	
					do.....		150 bbls. molasses.	
			Boston.....	6	Before reported.....	6	947 lbsds. 104 tes. sugar; 2,013	123,472 58
					do.....		lbsds., 225 tes., and 50 bbls.	
					do.....		molasses.	
			Baltimore.....	2	do.....	2	222 lbsds. 55 tes. sugar, 291	21,403 09
					do.....		lbsds. 20 tes. molasses.	
			New Orleans.....	1	do.....	1	365 lbsds. 30 tes. molasses.....	11,314 52
			Portland.....	1	do.....	1	157 lbsds. 21 tes. sugar, 50 lbsds.	10,661 42
					do.....		molasses.	
			Condenn'd & sold.....	1	do.....	1	Condenn'd and sold.....	

* Entered: 4 barks, 6 brigs—10. Cleared: 4 barks, 5 brigs—9, and 1 in port. Aggregate tonnage entered, 2,981.69.

† Entered: 5 barks, 27 brigs, 19 schooners—54, and 1 in port. Cleared: 6 barks, 14 brigs, 8 schooners—28, and 27 in port. Aggregate tonnage entered, 16,317.71.

‡ Entered: 20 barks, 41 brigs, 21 schooners—62, and 27 in port. Cleared: 19 barks, 52 brigs, 31 schooners—102, and 7 in port. Aggregate tonnage entered, 25,987.80.

Quarter ended June 30,
1867.†

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.		
	ENTERED.		Where for.	INWARD.		OUTWARD.
	No. of Vessels.	No. of Vessels.		Description.	Value.	Description.
SPANISH DOMINIONS. SAGUA LA GRANDE. <i>A. Arguelles.</i> Quarter ended June 30, 1867—Continued.	24	10	New York			10 4,311 bbls., 319 tes., and 3 bbls. sugar; 241 bbls. molasses.
		2	Portland			2 451 bbls. 47 tes. sugar, 537 bbls. molasses.
		3	Boston			3 462 bbls. 45 tes. sugar, 885 bbls., 86 tes., and 6 bbls. molasses.
		4	Philadelphia			4 1,058 bbls. 117 tes. sugar; 468 bbls. 39 tes. molasses.
		1	Falmouth			1 Ballast
		4	In port			4 In port
	16	4	Boston			4 851 bbls., 82 tes., and 2 bbls. sugar; 1,219 bbls. 119 tes. molasses.
		8	New York			8 4,653 bbls., 418 tes., and 6 bbls. sugar; 510 bbls., 28 tes., and 10 bbls. molasses; 156 gals. honey.
		3	Philadelphia			3 1,849 bbls. 193 tes. sugar
	9	1	In port			1 In port
		4	Philadelphia			4 1,902 bbls., 117 tes., and 2 bbls. sugar; 529 bbls. 56 tes. mo- lasses.
		2	New York			2 1,051 bbls. 169 tes. sugar
		1	Baltimore			1 354 bbls. 52 tes. sugar
		1	Boston			1 582 bbls., 40 tes., and 40 bbls. molasses.
		1	Portland			1 332 bbls. 23 tes. molasses
	9	7	Philadelphia		\$46,729 00	7 2,593 bbls., 148 tes., and 2 bbls. sugar; 629 bbls., 40 tes., and 286 bbls. molasses; 298 lbs. copper.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.		
	ENTERED.		Where for.	CLEARED.		
	No. of Vessels.	Where for.		No. of Vessels.	Where for.	
SPANISH DOMINIONS. SAGUA LA GRANDE. <i>A. Arguëlles.</i> Quarter ended September 30, 1867—Continued.	.....	.....	New York.....	1	Cooperage.....	1
	.....	.....	Cuba.....	1	Lumber.....	1
	1	Matanzas.....	In port.....	1	Cooperage.....	1
	1	Cienfuegos.....	New York.....	1	Ballast.....	1
	1	Cienfuegos.....	do.....	1	do.....	1
SANTIAGO DE CUBA. <i>E. F. Wallace.</i> Quarter ended December 31, 1866.*	1	Cardenas.....	Philadelphia.....	1	do.....	1
	1	New York.....	New York.....	1	Cooperage.....	1
	22	.....	.....	22	.....	22

Quarter ended March 31, 1867.†	2	In port.....	New York.....	2	Before reported.....	2
	1	.....	Philadelphia.....	1	.....	1

SPANISH DOMINIONS. SAGUA LA GRANDE. <i>A. Arguëlles.</i> Quarter ended September 30, 1867—Continued.	.....	.....	New York.....	1	Cooperage.....	1
	.....	.....	Cuba.....	1	Lumber.....	1
	1	Matanzas.....	In port.....	1	Cooperage.....	1
	1	Cienfuegos.....	New York.....	1	Ballast.....	1
	1	Cienfuegos.....	do.....	1	do.....	1
SANTIAGO DE CUBA. <i>E. F. Wallace.</i> Quarter ended December 31, 1866.*	1	Cardenas.....	Philadelphia.....	1	do.....	1
	1	New York.....	New York.....	1	Cooperage.....	1
	22	.....	.....	22	.....	22

Quarter ended March 31, 1867.†	2	In port.....	New York.....	2	Before reported.....	2
	1	.....	Philadelphia.....	1	.....	1

Quarter ended	New York.	Sold.	General cargo, lumber, &c.	Took Spanish flag	
Quarter ended June 30, 1867.	8	1	1	1	1
	New York.	New York.	General cargo, lumber, &c.	Ballast	Sugars
	1	1	1	6	135,953 49
	Curaçoa.	Philadelphia.	Salt	Ballast	5,946 63
	1	1	1	1	46,955 03
	Pensacola.	New York.	Lumber	Ballast	26,561 72
	1	2	General cargo and cooage.	Sugars	23,359 94
	Portland.	Baltimore	Provisions and lumber	do	
	1	1	Lumber	do	
	2	1	Ballast	Ballast	
	Baracoa.	Guantanamo	Lumber	In port	
	1	1	do	Ballast	
	Savannah.	Baracoa.	Lumber	In port	
	1	1	do	Ballast	
	Havana.	New York.	Coal	In port	
	1	In port.	General cargo	do	
	Philadelphia.	Philadelphia.			
	21	21		21	251,452 30
Quarter ended June 30, 1867.	3	1	Before reported.	Sugar	64,791 63
	In port.	Boston		Ballast	29,201 89
	2	Philadelphia.		Sugar	25,371 70
	Boston	Baracoa.		do	91,992 52
	1	Boston	Ice and provisions	do	47,685 11
	Baltimore	In port.	General cargo	In port	
	4	Baltimore	do	Sugar	
	New York.	4	do	do	
	4	New York.	Ballast	Ballast	
	1	In port.	Cooperage	In port	
	Philadelphia.	Philadelphia.	Coal	Sugar	34,811 54
	1	New York.		Ballast	
	15	15			293,854 39
Quarter ended September 30, 1867.	2	1	Before reported.	Sugar and rags	13,094 62
	In port.	Boston		General cargo	25,895 65
	3	New York.	General cargo	Sugar and honey	90,947 55
	Baltimore	do	Cooperage and provisions	Sugar	45,963 36
	1	Baltimore	do	Ballast	
	Philadelphia.	Trinidad de Cuba	Ice	do	
	1	do			
	9	9			175,900 18
SAN JUAN DE LOS REMEDIOS.					
Quarter ended December 31, 1866.	3	1	Before reported.	918 hids. 34 tes. and 2 bbls. sugar	49,089 00
	In port.				

* Entered: 4 steamers, 4 brigs, 3 barks, 1 schooner—12, and 1 in port. Cleared: 3 steamers, 5 brigs, 2 barks—10, and 3 in port. Aggregate tonnage entered, 4,054.

Entered: 3 steamers, 3 brigs, 2 barkers—10, and 3 in port. Aggr. tonnage entered, 4,104.
 Cleared: 3 barkers, 5 schooners, 3 steamers, 5 brigs—17; 1 sold, and 3 in port. Aggr. tonnage entered, 5,970.
 Entered: 3 steamers, 4 brigs, 3 barkers, 2 schooners, 3 clasher-given—13, and 2 in port. Aggr. tonnage entered, 4,114.
 Entered: 2 barkers, 3 brigs, 1 schooner, 1 steamer—9. Aggr. tonnage entered, 2,434.
 Cleared: 2 steamers, 3 brigs, 1 schooner, 2 steamers—9. Aggr. tonnage entered, 2,434.
 Entered: 4 steamers, 1 ship, 3 barkers, 6 brigs, 5 schooners—19, and 2 in port. Cleared: 3 barkers, 5 schooners, 3 steamers, 5 brigs—17; 1 sold, and 3 in port. Aggr. tonnage entered, 5,970.
 Entered: 3 steamers, 4 brigs, 3 barkers, 2 schooners—12, and 3 in port. Cleared: 2 steamers, 3 brigs, 3 barkers, 2 schooners, 3 clasher-given—13, and 2 in port. Aggr. tonnage entered, 4,114.
 Entered: 2 barkers, 3 brigs, 1 schooner, 1 steamer—7, and 2 in port. Cleared: 2 steamers, 4 brigs, 1 schooner, 2 steamers—9. Aggr. tonnage entered, 2,434.

|| Entered: 2 barks, 3 schooners, 3 brigs—8, and 3 in port. Cleared: 2 barks, 3 schooners, 2 brigs, 3 class not given—10, and 1 in port. Aggregate tonnage entered, 1,856.27.

[illegible]

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	ENTERED.		CLEARED.	INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
SPANISH DOMINIONS. SAN JUAN DE LOS REMEDIOS. <i>J. Stone.</i> Quarter ended December 31, 1866—Continued.	2	Havana	1 New York	1	Ballast .....	.....	1	15 tes. 1 bbl. honey, 453 hhds. sugar, 31 bbls. molasses.	\$24, 598 00
			1 Boston	1	do .....	.....	1	Bag coffee, 259 hhds., 18 tes. and 1 box sugar, 41 hhds. molasses.	16, 206 00
	1	New York	Sagua la Grande.	1	Shooks, &c.	\$11, 630 00	1	Ballast .....	.....
	2	Charleston	New York	1	Lumber	2, 421 00	1	4 bbls. bark, 100 hhds. 3 tes. sugar, 8 hhds. molasses.	6, 014 00
	1	Stockton	Matanzas	1	do	2, 241 00	1	Ballast .....	.....
	1	Portland	Wilmington	1	do	2, 911 00	1	do .....	.....
	1	Philadelphia	New York	1	Cooperage	7, 553 00	1	32 hhds. 7 tes. molasses	931 00
			In port	1	do	8, 013 00	1	In port .....	.....
	11			11		34, 769 00	11		96, 838 00
Quarter ended March 31, 1867.*	1	In port	Philadelphia	1	Before reported .....	.....	1	54 hhds. sugar, 295 hhds. molasses, 46 tes. 1 bbl. honey.	13, 589 00
	6	New York	New York	4	Cooperage and merchandise	33, 439 00	4	1, 632 hhds. 163 tes. sugar, 178 hhds. 11 bbls. molasses, 80 tes. 8 bbls. honey, &c.	126, 513 00
	10	Havana	In port	2	Cooperage and lumber	13, 716 00	2	In port .....	.....
			New York	3	Ballast .....	.....	3	2,036 hhds. 203 tes. sugar	143, 415 00
			Boston	1	do .....	.....	1	459 hhds. sugar	28, 257 00
			New Orleans	1	do .....	.....	1	514 hhds., 52 tes. sugar, and 124 hhds. molasses.	40, 048 00
			In port	5	do .....	.....	5	In port .....	.....
	1	Portland	Boston	1	Cooperage	5, 617 00	1	336 hhds. 32 tes. molasses	10, 265 00
	1	Matanzas	New York	1	Ballast .....	.....	1	575 hhds., 55 tes. and 3 bbls. sugar.	35, 032 00

3d and 4th quarters	3	Philadelphia.	1	Cooperage.	7,963 00	1	375 hhds. 34 tesl. molasses	12,416 00
	2	In port.	2	do.	15,173 00	2	In port.	
	1	Charleston.	1	Lumber.	1,740 00	1	do.	
	1	Boston.	1	do.		1	do.	
	1	Bangor.	1	Ballast.		1	do.	
	1	Machias.	1	Shooks, hoops, &c.	5,738 00	1	do.	
	1	do.	1	Lumber.	2,600 00	1	do.	
	26		26		85,985 00	26		409,535 00
No reports.								
Quarter ended December 31, 1866.†	3	In port.	1	Before reported.		2	590 hhds. and 161 bbls. sugar, 16 casks molasses.	38,458 16
	4	New York.	2	St. Thomas.		1	Part inward cargo.	
	1	New York.	1	New York.		3	do.	
	1	Mayaguez.	1	General cargoes, machinery.	10,998 22	3	269 hhds. sugar, 268 bbls. oranges.	18,719 55
	4	Baltimore.	2	Baltimore via Arcibo.		1	do.	
	2	Baltimore via Fajardo.	4	General cargoes.	88,461 77	4	424 hhds. and 184 bbls. sugar, 40 casks molasses.	28,483 32
	11		11		99,459 99	11		85,660 03
Quarter ended March 31, 1867.†	1	Machias.	1	Lumber.	3,000 00	1	In port.	
	5	New York.	3	Unknown.		3	Unknown.	
	1	Georgetown, S. C.	1	General cargo.	8,180 21	1	Part inward cargo.	
	1	Savannah.	1	do.	13,516 50	1	In port.	
	2	Baltimore.	1	Lumber.		1	Inward cargo.	
	1	New Haven.	2	do.	2,433 96	1	288 hhds. and 50 bbls. sugar.	11,975 02
	3	St. Thomas.	2	General cargoes.	18,710 04	2	369 hhds. 707 bbls. 1 te. sugar.	19,917 32
	1	Martinique.	1	General cargo.	6,469 92	1	Part inward cargo.	
	1	St. Mary, Ga.	2	1 for export, 1 ballast.		2	359 hhds. and 71 bbls. sugar, 46 casks molasses, 1 bbl. oranges.	23,188 95
	16		16	For export.		1	In port.	
	1		1	Ballast.		1	Ballast.	
	1		1	Lumber.	2,650 00	1	In port.	
	16		16		56,960 63	16		55,081 29

* Entered: 6 barks, 14 brigs, 5 schooners—25, and 1 in port. Cleared: 4 barks, 8 brigs, 1 schooner—13, and 13 in port. Aggregate tonnage entered, 7,898.33.

† Entered: 3 steamers, 2 brigs, 3 schooners—8, and 3 in port. Cleared: 3 steamers, 2 barks, 3 brigs, 3 schooners—11. Aggregate tonnage entered, 2,542.62-95.

‡ Entered: 5 steamers, 7 brigs, 4 schooners—16. Cleared: 4 steamers, 5 brigs, 3 schooners—12, and 4 in port. Aggregate tonnage entered, 5,658.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
SPANISH DOMINIONS. SAN JUAN, P. R. <i>A. Jourdan.</i> Quarter ended June 30, 1867.*	4	In port.....	1 1 2	Philadelphia..... Baltimore..... New York.....	4	Before reported.....	.....	1	250 bbls. 45 bbls. and 1 tc. sugar, 43 casks molasses.	\$15,642 86
	4	Baltimore	4	Baltimore	3	General cargoes.....	\$36,794 12	2	482 bbls. 57 bbls. 3 tcs. sugar, 467 hds. and 103 bbls. sugar, 275 logs mahogany.	27,127 80 30,326 68
	1	New York.....	1	New York.....	1	Ballast.....	.....	4	857 hds. and 364 bbls. sugar, 73 casks molasses.	51,564 82
	9	.....	9	.....	1	Part inward cargo	3,236 69	1	111 hds. 110 bbls. 1 tc. sugar.	8,782 09
	8	Baltimore	7 1	Baltimore	8	Shooks, lumber, and provisions.	40,030 81	9	.....	133,444 25
Quarter ended Sept. 30, 1867.†	3	New York.....	2 1	In port..... Ponce, P. R.....	3	Ice, merchandise, lumber, and provisions.	106,644 90	7	Sugar and molasses.....	103,824 46
	1	.....	1	Laguayra	11	.....	20,413 37	1	In port.....	.....
	11	.....	11	.....	11	.....	127,058 27	3	Part inward cargo .....	.....
SEVILLE. <i>I. Cunningham.</i> 1st, 2d, 3d, and 4th quar- ters.	.....	No arrivals.....	.....	.....	.....	.....	.....	11	.....	103,824 46
TARRAGONA. <i>J. A. Little.</i> Quarter ended December 31, 1866.	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....	.....	.....	.....	.....	.....	.....	.....	No departures.....	.....

Quarter ended March 31, 1867.†	1 1 1 3	Boston New York Callao	1 1 1 3	Messina Maugu In port	1 1 1 3	27,000 staves. 55,000 staves. 1,500 tons guano	5,400 00 10,300 00 90,000 00 105,700 00	1 1 1 3	Ballast 1,140 bbls. licorice, 4 bbls. wine, 249 bags almonds. In port	7,009 00
Quarter ended June 30, 1867.‡	1 2	In port Boston	1 1 2	Trapani Messina London	1 1 1	Before reported. 43,930 staves. 67,600 staves	14,700 00 19,800 00 34,500 00	1 1 2	Ballast Almonds Wine and hazelnuts	24,000 00 14,000 00 38,000 00
Quarter ended September 30, 1867.¶	1 1 18 20	New York Pensacola Whaling	1 1 18 20	New York Boston Whaling	1 1 18 20	Lumber, provisions, &c. 60,000 ft. lumber Whaling implements and black fish oil	8,000 00 2,000 00 2,400 00 12,400 00	1 1 18 20	300 tons barilla, 250 quinta's almonds. Almonds, old metal, spin. oil, &c. Whaling implements	10,900 00 11,000 00 21,900 00
Quarter ended March 31, 1867.*	1 1	Savannah Boston	1 1	Wrecked Havana	1 1	140,000 ft. p. lumber 100,000 ft. lumber 12,000 galls. kerosene 100 doz. chairs Stundres	3,000 00 1,800 00 4,500 00 4,000 00 3,400 00	1 1	Wrecked 24,000 flagstones	3,200 00
Quarter ended June 30, 1867.††	1 1 3	Savannah St. John's	1 1 3	Sagua Cardenas	1 1 3	170,000 ft. lumber 260,000 ft. lumber	3,400 00 4,000 00 20,700 00	1 1 3	1,600 flagstones, 3,000 baskets vegetables. 21,000 flagstones. 5,000 baskets vegetables	3,700 00 2,600 00 2,400 00 11,900 00
Quarter ended September 30, 1867.†††	1 1 1 3	Wilmington St. John's Whaling	1 1 1 3	Teneriffe do. Whaling	1 1 1 3	160,000 ft. p. lumber 200,000 ft. lumber Whaling implements	3,000 00 3,000 00 6,000 00	1 1 1 3	Ballast do. Whaling implements	11,900 00

* Entered: 4 brigs, 1 schooner—5, and 4 in port. Cleared: 6 brigs, 2 schooners, 1 steamer—9. Aggregate tonnage entered, 1,044. 10.
† Entered: 7 brigs, 3 schooners, 1 steamship—11. Cleared: 6 brigs, 3 schooners, 1 steamship—10, and 1 in port. Aggregate tonnage entered, 2,546. 94.
‡ Entered: 2 brigs, 1 ship—3. Cleared: 2 brigs, 1 in port. Aggregate tonnage entered, 1,659.
§ Entered: 1 ship in port. Cleared: 1 ship. Tonnage before reported.
¶ Entered and cleared: 5 brigs, 4 brigs, 11 schooners—20. Aggregate tonnage entered, 3,038.
** Entered: 1 bark. Cleared: 1, wrecked. Aggregate tonnage entered, 275.
†† Entered and cleared: 3 brigantines. Aggregate tonnage entered, 903.
††† Entered and cleared: 2 brigs, 1 brig—3. Aggregate tonnage entered, 736.

Quarter ended June 30, 1867.†		Philadelphia.....		1		Ballast.....		1		82,153 galls. molasses		16,526 12	
2	Jacksonville.....	1	In port.....	1	Yellow pine.....	1	do.....	1	In port.....	608,079 lbs. sugar, 20,000 galls. molasses.	21,892 69		
1	Bristol.....	1	Cienfuegos.....	1	do.....	1	do.....	1	Ballast.....	485,368 lbs. sugar, 4,964 galls. molasses.	17,882 30		
1	St. Thomas.....	1	In port.....	1	do.....	1	do.....	1	In port.....	664,033 lbs. sugar, 9,938 galls. molasses.	26,464 50		
1	Pensacola.....	1	New York.....	1	do.....	1	do.....	1	do.....	255,412 lbs. sugar, 41,280 galls. molasses, 4,376 galls. honey.	20,081 03		
1	Aspinwall.....	1	do.....	1	do.....	1	do.....	1	do.....		430,609 53		
28		28		28		28		28					
6	In port.....	4	Philadelphia.....	6	Before reported.....	4		4		785,202 lbs. sugar, 181,399 galls. molasses.	76,523 21		
1	Boston.....	1	New York.....	1	do.....	1	do.....	1	do.....	55,346 galls. molasses	11,065 37		
4	Portland.....	1	Boston.....	1	do.....	1	do.....	1	do.....	80 galls. molasses, 638,025 lbs. sugar.	23,154 15		
14	New York.....	3	Portland.....	1	Ballast.....	1	do.....	1	do.....	114,000 cigars, 67,122 lbs. sugar, 51,890 galls. molasses.	15,740 00		
		8	In port.....	3	Lumber.....	3	do.....	3	In port.....	3,364,349 lbs. sugar, 873,647 galls. molasses, 743 galls. honey, 257 salted hides.	180,971 39		
		2	New York.....	7	Ballast.....	1	do.....	8	do.....	795,000 lbs. sugar, 41,674 galls. molasses.	32,133 68		
		2	Philadelphia.....	2	Machinery.....	1	do.....	2	do.....	1,034,283 lbs. sugar, 5,074 galls. molasses.	42,162 44		
		1	Baltimore.....	1	do.....	1	do.....	1	do.....	do.....			
10	Philadelphia.....	3	In port.....	3	do.....	3	do.....	3	In port.....	3,778,809 lbs. sugar, 178,839 galls. molasses.	193,398 82		
2	Boston.....	8	Philadelphia.....	8	do.....	2	do.....	8	do.....	do.....			
		2	In port.....	2	Cooperage.....	2	do.....	2	In port.....	503,868 lbs. sugar, 6,424 galls. molasses.	16,520 37		
6	Aspinwall.....	1	Boston.....	1	Ballast.....	1	do.....	1	do.....	63,078 galls. molasses.....	13,396 25		
		3	New York.....	1	do.....	1	do.....	3	do.....	1,291,412 lbs. sugar, 73,608 galls. molasses.	67,336 51		
		3	do.....	3	do.....	3	do.....	3	In port.....	do.....			
1	New Orleans.....	3	In port.....	3	do.....	1	do.....	3	In port.....	728,044 lbs. sugar, 80,141 galls. molasses.	31,845 88		
		1	Philadelphia.....	1	do.....	1	do.....	1	do.....	do.....			
43		43		43		43		43			705,748 07		

* Entered: 1 bark, 6 brigs, 1 schooner—8. Cleared: 3 brigs; in port, 5. Aggregate tonnage entered, 2,056.

† Entered: 1 bark, 12 brigs, 10 schooners—23; in port, 5. Cleared: 2 barks, 10 brigs, 10 schooners—22; in port, 6.

‡ Entered: 8 barks, 23 brigs, 7 schooners—38; in port, 6. Cleared: 21 brigs, 6 schooners, 5 barks—32; in port, 12.

Aggregate tonnage entered, 6,507.
Aggregate tonnage entered, 11,425.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	ENTERED.		CLEARED.		INWARD.		Description.		Value.
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.	Description.	
SPANISH DOMINIONS. TRINIDAD DE CUBA. <i>F. F. Canada.</i> Quarter ended September 30, 1867.*	12	In port.....	1	Portland.....	12	Before reported.....	1	274,369 lbs. sugar, 24,895 galls. molasses.	\$16,694 87
			3	Philadelphia.....			3	1,266,109 lbs. sugar, 5,218 galls. molasses.	62,926 25
			7	New York.....			7	2,961,523 lbs. sugar, 152,903 galls. molasses.	130,494 19
	3	New York.....	1	Boston.....	1	Provisions.....	1	621,480 lbs. sugar. 466,769 lbs. sugar, 563 galls. honey.	26,185 77 19,383 11
			1	New York.....				Ballast.....	.....
			1	Havana.....	1	Ballast.....	1	Balance of cargo for Zaza.....	.....
			1	Zara.....	1	Machinery.....	1	734,394 lbs. sugar, 24,715 galls. molasses.	37,268 50
	3	Philadelphia.....	3	Philadelphia.....	2	Ballast.....	1	Ballast.....	.....
					1	Cooperage.....	1	213,142 lbs. sugar, 77,915 galls. molasses, 50,500 ft. woods.	19,552 50
	1	Cherryfield.....	1	Boston.....	1	White pine lumber.....	1	54,011 galls. molasses.....	10,934 12
	1	Santiago de Cuba.....	1	New York.....	1	Ballast.....	1	38,518 galls. molasses.....	7,949 43
	20	.....	20	.....	20	.....	20	.....	331,388 74
VALENCIA. <i>J. B. Andrews.</i> Quarter ended December 31, 1866.†	2	New York.....	1	La Carta.....	2	22,000 staves, 1,500 hds., 11 cases tobacco,	2	Ballast.....	.....
	7	Chincha islands.....	1	Leghorn.....				do.....	.....
	6	Gagliari.....	7	Gagliari.....	7	Guano.....	1	do.....	.....
	1	Gibraltar.....	1	In port.....	1	Raisins.....	1	Inward cargo, 1,000 boxes oranges	3,412 50
	1	Malaga.....	1	do.....	1	200 bbls. petrolin, 30,000 staves, 25 tons wood.	7	In port.....	.....

Quarter ended March 31, 1867.†	11	In port.....	11	798,864 00	11	3,412 50
	7	Leghorn.....	7		1	Ballast
	1	Trapani.....			3	do.
	1	Matanzas.....			1	do.
	1	Cardif.....			1	200 tons Esparto grass.
	1	Canary islands.....			1	1,300 tons guano.
	1	Leghorn.....			1	Ballast
	1	New Orleans.....			1	do.
	7	Chincha islands.....			1	do.
	1	Cardif.....			1	do.
	2	Leghorn.....			1	do.
	4	In port.....			5	In port
	15					
Quarter ended June 30, 1867.‡	3	In port.....	3	785,640 00	15	79,000 00
	5	Callao.....	5		1	450 tons Esparto grass
	1	Cardif.....			2	Ballast
	1	Marsailles.....				
	1	Cardif.....				
	1	Cartagena.....				
	1	Leghorn.....				
	1	Cardif.....				
	1	In port.....				
	1	do.....				
	9					
Quarter ended September 30, 1867.¶	2	In port.....	2	505,375 00	9	2,500 00
	2	New Orleans.....				
	3	Callao.....				
	7					
1st quarter.....	No report					
6 months to June 30, 1867 ¶	1	St. Thomas.....	1			800 00
4th quarter.....	No report.....					

* Entered: 1 bark, 5 brigs, 2 schooners—8; in port, 12. Cleared: 4 barks, 12 brigs, 4 schooners—20. Aggregate tonnage entered, 2,388.

† Entered: 5 ships, 6 barks—11. Cleared: 1 ship, 3 barks—4; in port, 7. Aggregate tonnage entered, 8,030.

‡ Entered: 6 ships, 2 barks—8; in port, 7. Cleared: 1 bark, 3 ships, 7 class not given—11; in port, 4. Aggregate tonnage entered, 23,594.

§ Entered: 6 ships; in port, 3. Cleared: 6 ships, 1 bark—7; in port, 2. Aggregate tonnage entered, 5,871.

¶ Entered: 3 ships, 1 bark, 1 brig—5; in port, 2. Cleared: 3 ships, 1 bark, 1 brig—5; in port, 2. Aggregate tonnage entered, 3,794.

¶ Entered and cleared: 1 schooner. Tonnage entered, 83.

VIEQUES.
L. Garben.

Quarter ended March 31, 1867.†		1	Condenned	8	Whaling implements. Lumber, nails, &c. General merchandise	5,800 00	1	Condenned	1	Part of inward cargo. Inward cargo, &c.	4,200 00
1	Bangor.	1	Terceira.	1	St. Michael's.		1	Terceira.	1	Part of inward cargo. Inward cargo, &c.	4,200 00
29	Boston	29		29			29		29		8,250 00
1	Teneriffe	1	New Bedford.	1	Almonds, old copper, &c.	14,200 00	1	New Bedford.	1	Sperm oil, almonds, fruits, &c.	182,000 00
1	Messina	1	Boston	1	Fruit.		1	Boston	1	Inward cargo, in for supplies.	
1	Havu	1	In port.	1	General cargo	10,968 50	1	In port.	1	In port.	
1	Whaling	1	do	1	7,279 gallons sperm oil		1	do	1	do.	
4		4		4		25,168 50	4		4		182,000 00
2	In port.	1	New York.	2	Before reported		2	New York.	2	Inward cargoes.	
6	Whaling	6	Whaling	4	2,830 bbls. sperm oil, 830 bbls. whale oil.	140,630 00	6	Whaling	6	do	140,630 00
1	Bordeaux	1	Condenned.	2	Whaling implements.		1	Condenned.	1	Condenned.	
1	Boston	1	Providence	1	General cargo	250,000 00	1	Providence	1	Ballast	
1	New York	1	Mediterranean	1	40 bbls. kerosene oil.	600 00	1	Mediterranean	1	do.	
11		11		11	Ballast.		11		11		140,630 00
63	Whaling	57	Whaling	47	Sperm and whale oil	206,900 25	44	Whaling	44	Whaling implements.	
1	Bordeaux	1	In port.	16	Whaling implements		13	In port.	13	Part inward cargo.	39,509 50
1	Boston	1	New York	1	Ballast		6	New York	6	In port.	
1	Callao.	1	Cape de Verde	1	do		1	Cape de Verde	1	Condenned cargo.	250,000 00
66		66	Condenned	1	1,300 tons guano	65,000 00	1	Condenned	1	Ballast	
				66		271,900 25	66		66	Condenned.	399,509 50
1st, 2d, and 3d quarters.			No arrivals.					No departures.			

FUNCHAL.

C. A. Leas.

* Entered and cleared: 1 brig, Tonnage, 284.

† Entered and cleared: 2 brigs, Aggregate tonnage entered, 637.

‡ Entered: 5 barks, 2 brigs—7. Cleared: 5 barks, 1 brig—6, 1 in port. Aggregate tonnage entered, 3,192.

§ Entered: 1 brig, 1 bark—2, 1 in port. Cleared: 2 brigs—2, 1 in port. Aggregate tonnage entered, 571.

|| Entered: 3 ships, 15 barks, 1 brig, 7 schooners—26, 3 in port. Cleared: 4 ships, 15 barks, 1 brig, 8 schooners—25, 1 condemned. Aggregate tonnage entered, 4,972.

¶ Entered: 2 ships, 2 brigs—4. Cleared: 2 brigs, 2 in port. Aggregate tonnage entered, 2,056.

** Entered: 3 ships, 2 barks, 3 schooners, 1 steamer—9, 3 in port, 1 condemned. Cleared: 4 ships, 2 barks, 3 schooners, 1 steamer—10. Aggregate tonnage entered, 2,370.

†† Entered: 8 ships, 33 barks, 5 brigs, 15 schooners—66. Cleared: 7 ships, 34 barks, 5 brigs, 13 schooners—59, 1 condemned, 6 in port. Aggregate tonnage entered, 14,216.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
PORTUGUESE DO- MINIONS. FUNCHAL. <i>C. A. Lees.</i>										
Quarter ended Septem- ber 30, 1867.*	1	New York	1	Cadiz	1	74,760 staves, 20 bbls. rosin.....	\$8,441 50	1	Part inward cargo .....	.....
LISBON. <i>C. A. Manro.</i>										
Quarter ended December 31, 1866.†	1	Baltimore	1	In port.....	1	1,500 bbls. petroleum.....	.....	1	In port.....	.....
Quarter ended March 31, 1867.‡	1 1	In port..... New York.....	1 1	Sicily	1	before reported.....	.....	1	Ballast .....	.....
	2	.....	2	.....	1	200 hnds. tobacco, 12,000 staves, 100 bbls. rosin.	11,500 00	1	In port.....	.....
Quarter ended June 30, 1867.§	1	In port.....	1	New York.....	1	Before reported.....	.....	1	180 tons salt.....	\$500 00
	1	.....	1	.....	1	.....	.....	1	719 bbls. cork wood, 47 bales cut corks.	6,600 00
Quarter ended September 30, 1867.||	2	New York.....	1 1	Landpoint, Me... New York.....	1 1	62,000 staves	6,200 00	1	567 3-5 moys salt.....	1,200 00
	1	.....	1	.....	1	150 hnds. tobacco	7,500 00	1	830 bbls. corkwood.....	10,575 00
	1	.....	1	.....	1	26,000 staves.....	3,000 00	1	130 moys salt.....	250 00
	1	.....	1	.....	1	102 bbls. rosin	306 00	1	.....	.....
	1	Figueira	1	do	1	100 bbls. beef	2,500 00	1	1,202 bbls. cork wood	9,000 00
	3	.....	3	.....	3	Ballast.....	13,506 00	3	.....	21,025 00

MACAO.							
<i>J. Q. Barton.</i>							
From May 1 to December 31, 1866. [†]	1 Penang	1 Whampoa.....	1 Sugar, rice, &c.....	56,400 00	1 Ballast.....	1,770 piculs salt, 32 boxes matches General cargo.....	325 00 75,000 00
	1 Sold	1 Brunai	General cargo	220,000 00	1		
	1 Canton	1 Canton			1		
	3	3		276,400 00	3		75,535 00
2d, 3d, and 4th quarters.....	No arrivals.....					No departures	
Oporto.							
<i>H. W. Diman.</i>							
Quarter ended December 31, 1866.	No arrivals.....					No departures	
2d and 3d quarters.....	No arrivals.....					No departures	
Quarter ended September 30, 1867.**	2 New York.....	1 Gloucester	Pipe staves.....	9,750 00	1 Salt.....	Corkwood	1,371 81 773 28
			Hoops	400 00			
			Heading	425 00			
			Flour barrel staves	750 00			
			Logwood.....	750 00			
		1 Lisbon	Staves.....	6,000 00	1 Salt		130 00
	2	2		18,075 00	2		2,265 09
S.T. PAUL DE LOANDO.							
<i>A. A. Silva.</i>							
Quarter ended December 31, 1866.††	1 Boston	1 In port.....	Assorted cargo	27,889 35	1 In port.....		
Quarter ended March 31, 1867.‡‡	1 In port.....	1 Ambeyette	Before reported.....		1 Part inward cargo		15,000 00
	1 Boston.....	1 In port.....	Stores.....		1 In port.....		
	2	2			2		15,000 00

* Entered and cleared: 1 brig. Tonnage entered, 225.

* Entered and cleared: 1 brig. Tonnage entered, 225.
† Entered and cleared: 1 schooner. Tonnage entered, 218.45.

1 schooner. Tonnage entered, 218.45. Tonnage before reported, 1 brig in port. Cleared: 1 brig. Cleared before reported, 1 schooner.

Entered and cleared: 1 bark, 1 brig, 1 steamer—3. Aggregate

†† Entered: 1 bark, and 1 in port. Tonnage entered, 203.

+ Entered: 1 brig. and 1 in port. Cleared: 1 schooner, and 1 in port. Tonnage entered, 301.88.

Entered : 1 brig, and 1 in port. Cleared : 1 schooner, and 1 in port. Tonnage entered, 501.00.
Entered and cleared : 1 bark, 1 brigantine, 1 brig—3. Aggregate tonnage entered, 947.08.

Entered and cleared: 1 bark, 1 brig—2. Aggregate tonnage entered, 738.

Entered: 1 brig, and 1 in port. Cleared: 1 bark, and 1 in port. Tonnage entered, 214.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		Where for.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
PORTUGUESE DOMINIONS. ST. PAUL DE LOANDO. <i>A. A. Silva.</i> Quarter ended June 30, 1867.*	1	In port.....	1	Boston.....	1	Before reported.....		1	Palm oil.....	\$7,746 34
	2	Boston.....	1	Cienfuegos.....	1	Ballast.....		1	Ballast.....	15,000 00
	1	.....	1	Congo river.....	1	Assorted cargo.....	\$22,200 00	1	Part inward cargo.....	
	3	.....	3	.....	3	.....	22,200 00	3	.....	22,746 34
Quarter ended September 30, 1867.†	1	Ambeyette.....	1	Boston.....	1	Palm oil.....	16,000 00	1	Palm oil.....	25,464 39
	1	Philadelphia.....	1	In port.....	1	Coal.....		1	In port.....	
	2	.....	2	.....	2	.....	16,000 00	2	.....	25,464 39
		
BELGIUM. ANTWERP. <i>J. Wilson.</i> Quarter ended December 31, 1866.‡	5	In port.....	3	New Orleans.....	5	Before reported.....		2	1 ballast, 1 sold.....	12,000 00
	6	New York.....	2	New York.....				1	Window glass, nails.....	70,000 00
			1	New York.....				1	Window glass, nails, &c.....	20,000 00
			4	In port.....	6	Petroleum.....	335,000 00	1	Window glass, nails, crystal.....	45,000 00
	4	Philadelphia.....	4	Cardiff.....				4	In port.....	
			1	In port.....				1	Nails and glass.....	17,000 00
			1	Naples.....				1	Bricks, paper, machinery.....	11,600 00
			1	Havana.....	4	Petroleum.....	120,000 00	2	Ballast.....	
	3	Callao.....	1	Palermo.....					do.....	1
			1	Newcastle.....	3	Guanos.....	227,920 00	2	In port.....	
			2	Shields.....						
				In port.....						

Quarter ended March 31, 1867.†			Quarter ended June 30, 1867.‡			Quarter ended September 30, 1867.¶		
3	Akyab	1 Shields	3	Rice	368,000 00	2	Ballast	175,600 00
1	Bassén	1 In port	1	Rice	100,000 00	1	In port	
22	.....	22	22	.....	1,150,920 00	22	.....
8	In port	2 Shields	8	Before reported		2	In port	
3	Philadelphia	1 New York	1	2,810 bbls. petroleum	28,100 00	5	Ballast	55,000 00
5	New York	1 Cardiff	1	8,300 bbls. petroleum	83,000 00	1	1,620 — glass	25,000 00
16	.....	2 In port	2	900 — general merchandise	150,000 00	2	600 — glass	
		4 In port	4	4,810 — general merchandise	780,000 00	1	In port	
		16	16	.....	1,041,100 00	4	Ballast	
8	In port	1 New York	8	Before reported		16	In port	80,000 00
1	New York	1 Shields	1	1,200 tons general cargo	90,000 00	1	2,000 tons glass	100,000 00
3	Philadelphia	1 Sold	1	9,250 bbls. petroleum	92,500 00	1	Ballast	
1	Carthagena	1 Swansea	1	11,794 bbls. petroleum	117,000 00	1	Sold	
1	Buenos Ayres	1 Newcastle	2	4,000 tons zinc ore	17,000 00	2	Ballast	16,000 00
1	Callao	1 Cronstadt	1	2,257 pipes tallow	112,000 00	1	.....do	
15	.....	1 do	1	176 tons guano	102,000 00	1	Rails	
		15	15	.....	530,500 00	15	Ballast	50,000 00
5	In port	2 Cardiff .....		.....		2	1,200 tons glass	
2	New York	1 New York .....		.....		1	Ballast	
1	Buenos Ayres	1 Buenos Ayres .....		.....		1	Sold	
2	Philadelphia	1 New Orleans .....		.....		1	Ballast	
		2 New York .....		.....		1	.....do	
1	Buenos Ayres	1 Gottenburg .....		.....		1	Ballast	
2	Philadelphia	1 Cardiff .....		.....		1	450 tons general cargo	
		1 In port .....		.....		1	Ballast	
		1		.....		1	.....do	
		1		.....		1	In port	

† Entered: 1 brig, 1 bark—2, and 1 in port. Cleared: 2 barks, 1 brig—3. Aggregate tonnage entered, 623.
‡ Entered: 1 bark, 1 ship—2. Cleared: 1 bark, and 1 in port. Aggregate tonnage entered, 1,155.
§ Entered: 13 ships, 3 barks, 1 brig—17, and 5 in port. Cleared: 9 ships, 3 barks, 2 brigs—14, and 8 in port. Aggregate tonnage entered, 14,400.92.
¶ Entered: 5 ships, 3 barks—8, and 8 in port. Cleared: 6 ships, 2 barks—8, and 8 in port. Aggregate tonnage entered, 5,902.
¶ Entered: 5 ships, 2 barks—7, and 8 in port. Cleared: 7 ships, 2 barks—9; 1 sold, and 5 in port. Aggregate tonnage entered, 5,860.
¶ Entered: 1 steamer, 4 barks, 1 ship—6, and 5 in port. Cleared: 1 steamer, 5 barks, 3 ships—9, and 2 in port. Aggregate tonnage entered, 3,223.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.						
	ENTERED.		CLEARED.		INWARD.		OUTWARD.				
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
BELGIUM. ANTWERP. <i>J. Wilson.</i> Quarter ended September 30, 1867—Continued.	1	Akyab	1	In port.....	1	1,850 tons rice	\$101,750 00	1	In port.....		
	11	.....	11	.....	11	.....	366,482 00	11	.....	\$162,000 00
GHENT. <i>J. M. Levinson.</i> Quarter ended December 31, 1866. 2d, 3d, and 4th quarters....		No arrivals.....							No departures		
		No arrivals.....							No departures		
NETHERLANDS. AMSTERDAM. <i>C. Mueller.</i> Quarter ended December 31, 1866. 2d and 3d quarters.....		No arrivals.....							No departures		
		No arrivals.....							No departures		
Quarter ended September 30, 1867.*	2	In port.....	1	Swartwick	2	{ 1,900 tons guano, 1,660 hhds. tobacco, 30,445 staves, 391 bags bark.			2	Ballast	
	1	Cardiff	1	do					1	do	
	3	Baltimore	1	do	1	1,158 hhds. tobacco, 12,751 staves			1	do	

DOMINIONS OF THE
NETHERLANDS.

BATAVIA.

*S. Higginson, jr.*Quarter ended December
31, 1866.†

5	1	New York.....	1	1,058 bbls. tobacco, 48 blds. stems, 16,000 staves, 1,340 blds. tobacco, 18,100 staves	1	General cargo.....	1	General cargo.....	3,467 08
	1	In port.....	1		1	In port.....	1	In port.....	
	5		5		5		5		
1	1	Manila.....	1	Doston.....	1	General cargo.....	1	82 55 piculs sugar, 45 58 piculs coffee.	
1	1	Indramayo.....	1	Singapore.....	1	Ballast.....	1	Ballast.....	
1	1	Sydney.....	1	do.....	1	do.....	1	do.....	
1	1	Boston.....	1	Hong Kong.....	1	Ice, and general cargo.....	1	Part inward cargo.....	
4	4		4		4		4		3,467 08
2	1	Boston via Man- ritins.	1	Singapore.....	1	Flour, bread, petroleum, &c.....	1	Flour, bread, and sundries.....	10,883 00
2	1		1	Calcutta.....	1	Ice, and general cargo.....	1	Flour, turpentine, &c.....	6,783 50
	2		2		2		2		17,666 50
2	1	New York via Pernambuco.	1	Singapore.....	1	Ballast.....	1	Ballast.....	
2	1	Boston.....	1	Kanagawa.....	1	Ice, &c.....	1	Put into land, Captain sick.....	
	1		1	Calcutta.....	1	498 cases kerosene oil.....	1	188 cases tobacco, 100 half bbls. split peas, 100 half bbls. beans, 2 cases kero- sene oil, 1 case and 1 bbl. blocks.	
	1		1	Singapore.....	1	30 half and 30 qr. bbls. split peas.	1		
4	4		4		4		4		
2	1	Boston.....	1	Singapore.....	1	Ice, petroleum, carriage, and sundries.	1	Part inward cargo.....	
2	1		1	In port.....	1	Ice, petroleum, tobacco.....	1	In port.....	
	2		2		2		2		

* Entered: 3 ships, and 2 in port. Cleared: 4 ships, and 1 in port. Aggregate tonnage entered, 2,622 50.

† Entered and cleared: 2 ships, 2 barks—4. Aggregate tonnage entered, 2,114 61.

‡ Entered and cleared: 1 bark, 1 ship—2. Aggregate tonnage entered, 1,276.

§ Entered and cleared: 1 steamer, 3 ships—4. Aggregate tonnage entered, 2,440 20.

|| Entered: 2 ships. Cleared: 1 ship, in port, 1. Aggregate tonnage entered, 1,580 12.

Quarter ended Septem-
ber 30, 1867. ||

Quarter ended Sept 30, 1867. §	ber	Whaling	1	Whaling	1	170 bbls. whale oil	1	General cargo	1	1	Ballast	
1	1	New York	1	New York	1	General cargo	1	Lumber	1	1	1,050 bbls. salt.	23,403 62
1	1	Baltimore	1	Rockland	1	do.	1	do.	1	1	1,550 bbls. salt.	535 00
1	1	Wilmington	1	New York	1	do.	1	do.	1	1	Ballast	506 24
1	1	Bangor	1	Nevassa	1	do.	1	do.	1	1	Ballast	
7	7		7		7		7		7	7		27,828 10
1	1	Bath, Maine	1	New York	1	146,000 ft. lumber	1		1	1	2,576 bbls. salt.	-1,053 90
2	2	Bangor, Maine	1	Bonar	1	167,000 ft. lumber	1		1	1	250 bbls. salt.	112 50
1	1	Wilmington	1	New York	1	Lumber	1		1	1	1,607 bbls. salt.	548 88
1	1	New York	1	Bonaire	1	do.	1		1	1	250 bbls. salt.	112 50
2	2	New York	1	New York	1	General cargo	1		1	1	Salt and skins	12,920 93
1	1	Grenada via Bo- nair.	1	In port.	1	do.	1		1	1	In port.	602 50
1	1		1	Bangor, Maine	1	Ballast	1		1	1	2,000 bbls. salt.	
7	7		7		7		7		7	7		14,651 21
1	1	Batavia	1	Boston	1	Ballast	1		1	1	8,600 piculs coffee	132,300 00
1	1	Penang	1	do	1	do	1		1	1	361 piculs cassia	346 00
2	2		2		2		2		2	2	5,601 piculs coffee	8,600 00
No report	No report										100 piculs pepper, 8 piculs nutmeg, 209 piculs ratans, 125 piculs cassia.	360 00
1	1	Penang	1	Doston	1	Ballast	1		1	1	5,000 piculs coffee	80,000 00
1	1		1		1		1		1	1	45 piculs rattans	250 00
1	1		1		1		1		1	1	948 piculs cassia	
1	1		1		1		1		1	1	5 piculs nutmegs	80,250 00

* Entered and cleared: 3 schooners, 1 brig—4. Aggregate tonnage entered, 702.
† Entered and cleared: 4 schooners, 1 brig—5. Aggregate tonnage entered, 642.
‡ Entered and cleared: 7 schooners. Aggregate tonnage entered, 1,044.
§ Entered: 2 brigs, 5 schooners—7. Cleared: 2 brigs, 4 schooners—6. In port 1. Aggregate tonnage entered, 1,402.
|| Entered and cleared: 2 ships. Aggregate tonnage entered, 1,489 30.
¶ Entered and cleared: 1 ship. Tonnage entered, 324 64.

PADANG.

S. Higginson, jr.

Quarter ended December
31, 1866. ||

2d quarter

Quarter ended June 30,
1867. ¶

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
NETHERLANDS. PADANG. S. <i>Higginson</i> , jr. Quarter ended September 30, 1867. *	1	Penang.....	1	Boston	1	Ballast .....	.....	1	8,000 piculs coffee..... 231 piculs cassia	\$135, 000 00 2, 200 00
	1	.....	1	.....	1	.....	.....	1	.....	137, 200 00

PARAMARIBO. <i>H. Sawyer</i> . Quarter ended December 31, 1866. †	2	Boston	2	Boston	2	Provisions	\$26, 600 00	1	Sugar, molasses, cocoa..... In port.....	15, 312 C5
	2	.....	2	.....	2	.....	26, 600 00	2	.....	15, 312 05

Quarter ended March 31, 1867. ‡	1	In port.....	1	Boston	1	Before reported.....	.....	1	Sugar and molasses.....	11, 118 00
	2	Boston	1	do	2	Provisions	27, 300 00	1	do	2, 098 96
	.....	.....	1	In port.....	.....	.....	.....	1	In port.....	.....
Quarter ended June 30, 1867. §	3	.....	3	.....	3	.....	27, 300 00	3	.....	13, 216 96

Quarter ended June 30, 1867. §	1	In port.....	1	Boston	1	Before reported.....	.....	1	Sugar, molasses, cocoa.....	8, 034 56
	2	Boston	2	In port.....	2	Provisions	27, 200 00	2	In port.....	.....
	3	.....	3	.....	3	.....	27, 200 00	3	.....	8, 034 56

Quarter ended Septem- ber 30, 1867. ||	1	2	3	Boston do	1	2	Provisions	26,650 00	1	Sugar, molasses, cocoa do	21,718 02 14,725 48
	1	2	3	In port	1	2	Before reported	26,650 00	1	In port	36,443 50
ROTTERDAM.											
4. Rhodés.											
Quarter ended December 31, 1866. ¶	2	1	3	In port	1	2	Before reported		1	In port	
	1	2	3	Callao	1	2	1,700 tons guano		1	Ballast	
	2	1	3	Baltimore	1	2	733 hhd. tobacco, 13,000 pcs. staves, 94 bags bark		1	do	
	5	1	3	Cardiff	1	2	941 hhd. tobacco, 115 hhd. stems, 15,255 staves.		1	do	
Quarter ended March 31, 1867.**	1	2	3	In port	1	2	Before reported		5		
	1	2	3	Philadelphia	1	2	2,325 bbl. petroleum		1	In port	
	2	1	3		1	2			1	General cargo	
Quarter ended June 30, 1867.†	1	2	3	In port	1	2	Before reported		2		
	1	2	3	Baltimore	1	2	1,378 hhd. tobacco, 18,000 staves.		1	In port	
	1	2	3	Callao	1	2	1,900 tons guano		1	General cargo	
	1	2	3	Baltimore	1	2	1,660 hhd. tobacco, 20,455 staves, 391 bags bark		1	do	
Quarter ended September 30, 1867.††	4	1	3		4	2			4		
	1	2	3	Havana	1	2	4,024 boxes sugar		1	Ballast	

* Entered and cleared: 1 bark. Tonnage entered, 736.

† Entered: 1 brig, 1 bark—2. Cleared: 1 brig; in port, 1. Aggregate tonnage entered, 436.20.

‡ Entered: 1 bark, 1 schooner—2; in port, 1. Cleared: 1 bark, 1 schooner—2; in port, 1. Aggregate tonnage entered, 369.10.

§ Entered: 2 brigs; in port, 1. Cleared: 1 bark; in port, 2. Aggregate tonnage entered, 442.15.

|| Entered: 1 bark, 1 brig—2; in port, 1. Cleared: 1 bark, 1 brig—4; in port, 1. Aggregate tonnage entered, 436.20.

¶ Entered: 2 ships, 1 bark—3, and 2 in port. Cleared: 3 ships, 1 bark—4; in port, 1. Aggregate tonnage entered, 2,647.69.

** Entered: 1 brig, and 1 in port. Cleared: 1 brig, and 1 in port. Tonnage entered, 343.70.

†† Entered: 3 ships, and 1 in port. Cleared: 1 ship, and 2 in port. Aggregate tonnage entered, 3,115.10.

‡† Entered and cleared: 1 bark. Tonnage entered, 427.74.

[illegible]

* Entered: 4 ships, and 1 in port. Cleared: 1 ship, and 4 in port. Aggregate tonnage entered, 3,680. 10,418 82 1 | Ballast.

Entered: 1 ship, and 4 in port. Cleared: 1 bark, 3 ships—4, and 1 in port. Tonnage entered, 916. Entered: 1 ship, 3 barks 3 schooners—7. Cleared: 1 ship, 1 bark, 3 schooners—4. Tonnage entered, 9,069.

Entered: 1 ship, 3 barks, 3 schooners—7. Cleared: 1 ship, 1 bark, 2 schooners—4, and 3 in port. Aggregate tonnage entered, 3,156.
Entered: 1 schooner, 3 ships—4, and 3 in port. Cleared: 1 brig, 2 schooners, 1 ship—4 and 1 sold and 9 in port. Aggregate tonnage entered, 2,269.

Entered: 2 schooners, 3 ships—4, and 3 in port. Cleared: 1 brig, 2 schooners, 1 ship—4, and 1 sold and 2 in port. Aggregate tonnage entered, 3,399.
Entered: 3 ships, 1 bark—4. Cleared: 1 ship, 1 bark—2, and 2 in port. Aggregate tonnage entered, 3,783.

† Entered: 1 ship, and 2 in port. Cleared: 3 ships. Tonnage entered, 1,191.7.
* Entered and cleared: 1 ship. Tonnage entered 1 044 † Entered and cleared: 1 ship. Tonnage entered 1 044
† Entered: 1 ship, and 2 in port. Cleared: 3 ships. Tonnage entered, 1,191.7.
* Entered and cleared: 1 ship. Tonnage entered 1 044 † Entered and cleared: 1 ship. Tonnage entered 1 044

Entered and cleared: 1 ship. Tonnage entered 1,044. †† Entered and cleared: 6 brigs, 2 schooners, 1 bark—9, and 1 in port. Aggregate tonnage

Quarter ended June 30, 1867.	1	In port.....	1	Fredericksted.....	1	Before reported.....	6,155 54	1	24 hhds. and 14 bbls. sugar.....	1,937 21
	2	St. Thomas.....	2	.....do	2	33,100 hoops, 42 nests casks, 50 molasses barrels, 200 bbls. fish, 25 kegs, 40 tins and 25 pails butter, 100 nests heads, 75 empty barrels, 75 tins lard, 25 bxs. cheese, 12 cks. and 12 bbls. navy bread, 12 bxs. biscuit, 40 bxs. candles, 100 bxs. herring, 200 bxs. starch, 10 cases matches, 11 bbls. potatoes, 10 bbls. onions, &c.		2	Part inward cargo	
						100 pun. meal, 98 bbls. flour, 50 bbls. rye flour, 2 cks. hams, 15 pails lard, 125 pails butter, 250 bxs. starch, 125 bxs. candles, 4,462 lbs. navy bread, 15 empty hogsheds, 2,850 14-ft. hoops, 4 kegs nails, 1,035 ft. spruce boards, 13 nests casks, 5 hogsheds.				
	1	New York.....	1	.....do	1	225 pun. and 100 bbls. meal, 547 bbls. flour, 75 bbls. pork, 145 bbls. fish, 50 bbls. rye flour, 12 casks and 15 bbls. navy bread, 100 bxs. herring, 30 bxs. cheese, 50 kegs and 30 tins butter, 50 tins lard, 100 bxs. candles, 200 galls. kerosene oil, 5 bbls. beans, 50 bags pease, 12 bbls. potatoes, 12 bbls. onions, 2 hhds. tobacco, 9,931 ft. lumber, 10 drums hake, 1 church bell, 15,000 hoops, 500 shooks, 2 tes. hams, 1 engine and hose.			Part inward cargo	
	6		6		6		36,799 78	6		3,366 96
Quarter ended September 30, 1867.†	2	New Haven	1	Fredericksted	1	100 pun. meal, 149 bbls. flour, 20 bbls. pork, 50 bbls. herring, 25 bbls. rye flour, 75 pun. butter, 20 puns lard, 150 bxs. candles, 3,400 staves.	7,000 00	1	9 pun. balance, inward cargo .	324 27
						200 pun. meal, 100 bbls. flour, 60 bbls. alewives, 50 pails butter, 20 pails lard, 43 M staves, 7,500 wood hoops.				
				1	Turk's Island.....	1		9,807 50	1	Molasses .....	2,111 52

* Entered: 2 brigs, 1 bark, 1 schooner—4, and 1 in port. Cleared: 2 brigs, 1 bark, 1 schooner—4, and 1 in port. Aggregate tonnage entered, 505.03.

† Entered: 4 brigs, 1 bark—5, and 1 in port. Cleared: 5 brigs, 1 bark—6. Aggregate tonnage entered, 853.30.

‡ Entered and cleared: 2 barks, 5 brigs—7. Aggregate tonnage entered, 1,190.14.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
DENMARK. CHRISTIANSTED. E. H. Perkins. Quarter ended September 30, 1867—Continued.	1	New York.....	1	New York.....	1	350 pun. and 100 bbls. corn meal, 200 bbls. flour, 51 bbls. rye flour, 100 bbls. alewives, 100 bbls. herring, 25 cks. hakes, 12 cks. bread, 20 bbls. navy bread, 6 bbls. and 6 3/4-bbls. pilot bread, 10 kegs crackers, 20 bxs. soda biscuit, 100 bxs. her- ring, 300 bxs. starch, 20 bxs. corn starch, 150 bxs. candles, 25 bxs. cheese, 40 tins butter, 40 tins lard, 73 bags b. e. pease, 2 tcs. hams, 10 bbls. oats, 10 1/2- bbls. beef, 1 bx. bacon, 1 plough, 1 sugar screw, 6 hick- ory shafts, 6 hickory poles, 12 boat masts.	\$17, 952 00	1	Sugar, molasses, and hides....	\$18, 778 58
	2	New York and Brandywine.	1	.....do	1	250 pun. and 222 bbls. corn meal, 200 bbls. flour, 100 bbls. rye flour, 40 bbls. mess pork, 150 bbls. alewives, 10 kits salmon, 20 firkins and 40 tins butter, 100 tins lard, 25 bxs. cheese, 100 bxs. candles, 10 cks. bread, 25 bbls. navy bread, 30 cases and 300 galls. kerosene oil, 3 tcs. hams.	15, 438 07	1	Rum, &c	9, 886 25
				1	Turk's Island.....	1	89 M white pine lumber, 200 M shingles.	2, 500 00	1	Ballast

	2	Bangor.....	1	do.....	1	400 pun. and 474 bbls. meal, 300 bbls. and 50 $\frac{1}{2}$ -bbls. flour, 25 bbls. rye flour, 100 bxs. candles, 300 bxs. starch, 1 carriage, 1 roll leather, 4 stereoscopes.	18,000 00	1	Rum.....	852 56
	7	Fredericksted.....	1	Fredericksted.....	1	White pine lumber and shingles.	5,000 00	1	Part inward cargo.....	
			7		7		75,697 57	7		31,953 18
	3	Cronstadt.....	2	New York.....	3	Did not enter the port.....		3	Stopped to ship seamen.....	
	3		3		3			3		
		No arrivals.....							No departures.....	
Quarter ended June 30, 1867.*	1	Cronstadt.....	1	New York.....	1	Stopped to discharge pilot and ship seamen.				
Quarter ended September 30, 1867.†	1	Rotterdam.....	1	Swartwick.....	1	Unknown.....		1	Stopped for supplies, &c.....	
	1	Swartwick.....	1	Melbourne.....	1	do.....		1	do.....	
	2		2		2			2		
	2	Norfolk.....	1	Bonaire.....	1	Provisions and staves.....	9,311 27	1	Ballast.....	
	1	Bangor.....	1	Cienfuegos.....	1	80,000 staves, &c.....	4,544 61	1	do.....	
	1	Christiansted.....	1	Turk's Island.....	1	White pine lumber.....	5,504 92	1	do.....	
	1	Gloucester, Mass.....	1	Naguabo.....	1	50 bbls. rye flour, &c.....	5,333 73	1	do.....	
	5		5	Jamaica.....	1	Provisions and general cargo.....	1,780 01	1	Part inward cargo.....	
					5		26,474 51	5		
Quarter ended March 31, 1867.‡	2	Christiansted.....	1	New Haven.....	2	Part of cargo from Christiansted.....		2	Sugar and molasses.....	22,661 45
			1	New York.....	2					

* Entered and cleared: 1 bark. Tonnage, 686.

† Entered and cleared: 3 brigantines, 2 schooners—5. Aggregate tonnage entered, 1,046.09.

‡ Entered: 1 brig, 3 schooners, 1 bark—5. Cleared: 1 brig, 2 schooners, 1 bark—4, in port 1. Aggregate tonnage entered, 853.69.

ELSNORE.

G. P. Hansen.

Quarter ended December 31, 1866.

2d quarter.....

Quarter ended June 30, 1867.*

Quarter ended September 30, 1867.†

FREDERICKSTED.

W. F. Moore.

Quarter ended December 31, 1866.‡

Quarter ended March 31, 1867.‡

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	ENTERED.		Where for.	INWARD.		Value.	Description.	Value.	Value.
	No. of vessels.	Where from.		No. of vessels.	Description.				
DENMARK. FREDERICKSTED. W. F. Moore. Quarter ended December 31, 1866—Continued.	1	Ponce	1	Arroyo	1	Ballast	1	Ballast	\$9,915 76
	1	Barbadoes	1	New York	1	do	1	Sugar and molasses	
	1	New York	1	In port	1	Provisions and cooerage	1	In port	
	5		5						32,577 21
Quarter ended June 30, 1867.	1	In port	1	New York	1	Before reported	2	363 casks molasses, 12 blds. and 12 bbls sugar.	14,852 74
	6	Christiansted	3	New Haven	6	Part cargo from Christiansted	6	260 bbls. and 941 casks molasses, 24 pun. rum, 408 blds. and 200 bbls. sugar.	66,547 39
	1	Norfolk	1	do	1	Provisions and cooerage	1	301 casks molasses, 40 blds. sugar, 50 pun. rum.	15,842 42
	2	Bangor	1	Boston	1	Lumber	1	53 blds. sugar, 37 casks rum, 152 casks molasses.	9,902 59
Quarter ended September 30, 1867.	10		1	Turk's Island	1	do	1	Ballast	
			10						107,145 14
	3	Christiansted	1	New Haven	2	Part cargo from Christiansted	1	123 casks molasses, 12 pun. rum.	4,317 56
	1	New York	1	New York	1	135,007 ft. white pine boards, 8,948 ft. plank, 130,000 shingles Provisions, &c	1	30 blds. sugar	1,633 78
			1	Turk's Island	1		1	Ballast	
			1	New York	1		1	65 blds. sugar, 190 casks molasses.	12,416 56
	4		4						18,367 90

ST. THOMAS.

E. B. Simmons.

From October 1, 1866, to
March 31, 1867.[†]

[illegible]

Entered: 5 brigs, 4 schooners—9, in port 1. Cleared: 5 brigs, 4 schooners, 1 bark—10. Aggregate tonnage entered, 1,653.87.

Entered: 3 brigs, 4 schooners—9. In port 1. Cleared: 3 brigs, 4 schooners, 1 bark—10.
Entered and cleared: 1 bark, 2 brigs, 1 schooner—4. Aggregate tonnage entered, 731.27.

‡ Entered: 19 steamers, 19 schooners, 5 ships, 4 barks, 8 brigs—55, in port 1. Cleared; 19 steamers, 16 schooners, 7 brigs, 4 ships, 2 barks—48, in port 4. Aggregate tonnage entered, 40,905.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS.			CLEARED.			CARGOES.			OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.		Value.
DENMARK. ST. THOMAS. E. B. Simmons. Quarter ended June 30, 1867.*	3	In port.....	1	Boston.....	3	Before reported.....		1	Condemned and sold.....			
			1	Porto Rico.....								
			1	Turk's Island.....								
	7	New York.....	1	In port.....	1	General cargo.....	\$300,000 00	2	Ballast.....			\$98,000 00
			5	Rio Janeiro.....	3	do.....	100,000 00	3	General cargo.....			
					2	Ballast.....		2	Ballast.....			
	3	Rio Janeiro.....	1	St. Croix.....	1	General cargo.....	15,000 00	1	General cargo.....			7,000 00
	1	Ciudad Bolivar.....	3	New York.....	3	Coffee.....	275,000 00	3	Coffee.....			275,000 00
	1	Demerara.....	1	Porto Rico.....	1	Ballast.....		1	Ballast.....			
	1	St. Kitts.....	1	Washington.....	1	do.....		1	do.....			
	1	Africa.....	1	Porto Rico.....	1	do.....		1	do.....			
	1	Barbadoes.....	1	do.....	1	do.....		1	do.....			
	1	Augustina.....	1	New Orleans.....	1	do.....		1	do.....			
	1	River Platte.....	1	Porto Rico.....	1	do.....		1	do.....			
	1	Trinidad.....	1	New York.....	1	Molasses.....	8,000 00	1	Molasses.....			8,000 00
	22	Guadeloupe.....	1	Porto Rico.....	1	Ballast.....		1	Ballast.....			
Quarter ended Septem- ber 30, 1867.†			22				698,000 00	22				388,000 00
	1	In port.....	1	New York.....	1	Before reported.....		1	Condemned.....			
	4	New York.....	1	Inagua.....	1	General cargo.....	15,000 00	1	Ballast.....			
			3	Brazil.....	3	do.....	85,000 00	3	General cargo.....			85,000 00
			3	New York.....	3	Coffee.....	260,000 00	3	Coffee.....			260,000 00
	2	Philadelphia.....	1	Inagua.....	1	Coals.....	2,000 00	1	Ballast.....			
			1	Turk's Island.....	1	do.....	1,500 00	1	do.....			
	1	Newport, Engl'd.....	1	Gulf of Mexico.....	1	do.....	4,000 00	1	do.....			
	1	Newport.....	1	Mobile.....	1	do.....	3,500 00	1	do.....			
	1	Baltimore.....	1	In port.....	1	Ballast.....		1	In port.....			
	1	New Orleans.....	1	New Orleans.....	1	do.....		1	Ballast.....			

Georgetown, S. C.	1	St. Kitts	1	Lumber	2,500 00	1	Lumber	2,500 00
Porto Rico	1	La Guayra	1	General cargo	2,000 00	1	Ballast	2,000 00
Teuerliffe	1	Jamaica	1	Ballast	1	do	1	do
Sombrero	1	Sombrero	1	do	1	do	1	do
Cardiff	1	In port	1	Coal	5,000 00	1	In port	1
St. Kitts	1	Nevassa	1	Lumber	2,000 00	1	Ballast	1
Providence	1	Brazil	1	Ballast	1	do	1	do
	21		21		382,500 00	21		347,500 00
Chicago	1	Chicago	1	Indian corn, petroleum, and tobacco.		1	Herring	
No reports.								
No arrivals							No departures	
No report.								
New York.	1	St. Martin	1	Breadstuffs		1	Inward cargo.	
No arrivals.							No departures	
St. Kitts	1	St. Martin	1	Lumber	97 02	1	Salt	108 00
* Entered : 8 steamers, 3 barks, 3 brigs, 5 schooners—19, and 3 in port. Cleared : 8 steamers, 2 barks, 3 brigs, 7 schooners—20, condemned 1, and 1 in port. Aggregate tonnage entered, 16,445.								
† Entered : 8 steamers, 4 barks, 3 ships, 4 brigs, 1 schooner—20, and 1 in port. Cleared : 8 steamers, 1 ship, 5 barks, 4 brigs, 1 schooner—19, and 2 in port. Aggregate tonnage entered, 20,186.								
‡ Entered and cleared : 1 schooner. Tonnage entered, 126.								

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.		Description.	
SWEDEN AND NOR- WAY. STOCKHOLM. Quarter ended December 31, 1866.	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures.....	.....
RUSSIA. AMOOH RIVER. <i>H. G. O. Chase.</i> Quarter ended December 31, 1866.*	1	New York.....	1	Petrovsk.....	1	300 tons assorted merchandise ..	\$54,296 94	1	100 tons assorted merchandise.	\$18,000 00
	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
Quarter ended March 31, 1867.	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
Quarter ended June 30, 1867.	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
	.....	No arrivals.....	.....	.....	.....	.....	.....	.....	No departures.....	.....
Quarter ended Septem- ber 30, 1867.†	1	New York.....	1	Honolulu.....	1	Assorted merchandise.....	60,000 00	1	Ballast.....	.....
	1	Petrovsk.....	1	Petrovsk.....	1	do.....	10,700 00	1	do.....	.....
	1	San Francisco ..	1	San Francisco ..	1	do.....	21,400 00	1	Coal.....	.....
	3	.....	3	.....	3	.....	92,100 00	3	.....	.....

Quarter ended	In port	Boston		Before reported.		
December 31, 1866 ⁺	3	3	3	3	1	13,710 lbs. sheet iron, 4,415 lbs. old iron rails, 8,108 lbs. clean hemp, 2,601 lbs. flax tow, 2,242 lbs. cordage, 900 lbs. oakum, 115 lbs. bristles, 544 lbs. red leather, 1,040 lbs. dunnage mats. 27,296 lbs. sheet iron, 15,748 lbs. clean hemp, 4,485 lbs. cordage, 9,764 lbs. rags, 1,179 M arshines crash, 6,130 pcs. mats. 16,864 lbs. sheet iron, 6,412 lbs. clean hemp, 45 lbs. flax tow, 1,861 lbs. cordage, 579 M arshines crash, 1,000 pcs. mats. 47 lbs. flax tow, 421 lbs. junk, 33,561 lbs. rags, 697 lbs. horse hair, 5,000 pcs. mats.
Quarter ended March 31, 1867.	No reports				5	
Quarter ended June 30, 1867. [§]	3	New York	2	New York	2	43,825 lbs. sheet iron, 6,653 lbs. cordage, 9,820 lbs. junk, 1,875 lbs. horse hair, 4,300 mats, 69,360 lbs. clean hemp, 1,184 lbs. rags, 115 lbs. bristles, 100,000 arshines crash, 50 pieces diaper, 90 pieces raven's duck. In port 225 pairs boot legs, 5 lbs. soap, 15,756 lbs. clean hemp, 641 lbs. wool, 4,323 lbs. rags, 322 lbs. bristles, 34 pounds red leather. 500 arshines crash. 703 pcs. mats 3 pieces linen, 2 doz. napkins. 10 pcs. sheeting, 18 doz. towels.

* Entered and cleared: 1 bark. Tonnage entered, 229. 99.

Entered and cleared: 2 barks, 1 brig—3. Aggregate tonnage entered, 720. 78.

+ Entered and cleared: 2 bark—1 ship, 1 ship—2, and 3 in port. Entered: 1 bark, 1 ship—2, and 3 in port. Cleared: 1 ship, 4 barks—5. Aggregate tonnage entered, 1,232.

* Entered: 1 bark, 1 ship—5, and 5 in port. Cleared: 1 bark, 1 ship—6. Aggregate tonnage entered, 21,500.
 † Entered: 2 ships, 9 barks—11. Cleared: 1 ship, 4 barks—5, and 6 in port. Aggregate tonnage entered, 6,564. 61.
 ‡ Entered: 1 bark, 1 ship—3, and 3 in port. Cleared: 1 ship, 1 bark—2. Aggregate tonnage entered, 21,500.

2	New York.....	1	New York.....	1	Petroleum.....	34,440 00	3	In port.....	
				2	do.....	64,613 00	1	Sheet iron, hemp, rags, mats,	
								red leather, horse-hair.	
1	New Orleans.....	1	In port.....	1	Cotton.....	153,438 60	1	In port.....	
12	.....	12	.....	12	.....	270,725 30	12	do.....	19,146 00
	No arrivals.....		.....					No departures.....	
	No arrivals.....		.....					No departures.....	
	No arrivals.....		.....					No departures.....	
	No report.....		.....					
3	New York.....	3	New York.....	3	General cargo.....		3	General cargo.....	
2	Philadelphia.....	1	Portland.....	1	6,299 bbls. petroleum.....		1	General cargo.....	
		1	In port.....	1	9,400 do.....		1	In port.....	
5	New York.....	5	New York.....	5	Cotton, general cargo, &c.....		5	Passengers.....	
7	.....	7	.....	7	.....		7	.....

* Entered: 4 barks, 2 brigs—6, and 6 in port. Cleared: 1 ship, 5 barks, 1 brig—7, and 5 in port. Aggregate tonnage entered, 2,680.39.

† Entered and cleared: 3. class not given. Aggregate tonnage entered, 7,904.50.

‡ Entered: 7, class not given. Cleared: 6, class not given—1 in port. Aggregate tonnage entered, 15,090.44.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.		CARGOES.			
	ENTERED.		CLEARED.		INWARD.	
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.
PRUSSIA.						
GEESTEMÜNDE.						
<i>E. Ulrich.</i>						
Quarter ended September 30, 1867. ^s	1	In port.....	1	Philadelphia.....	Before reported.....	Ballast.....
	7	New York.....	7	New York.....	General cargo.....	General cargo.....
					1,050 bbls. petroleum.	Ballast.....
	8		8			
STETTIN.						
<i>C. J. Sundell.</i>						
Quarter ended December 31, 1866, and 24, 31, and 4th quarters.		No arrivals.....				No departures.....
AUSTRIA.						
TRIESTE.						
<i>A. W. Thayer.</i>						
Quarter ended December 31, 1866. [†]	2	New York.....	1	Palermo.....	1,500 bbls. petroleum.....	Ballast.....
					504 bbls. rosin.....	1,862 00
	1	Philadelphia.....	1	Catania.....	2,646 bbls. petroleum.....	55,000 00
					1,692 bbls. petroleum.....	30,139 00
	3		3			116,056 00
Quarter ended March 31, 1867. [‡]	1	In port.....	1	Messina.....	Before reported.....	Ballast.....
	1	Philadelphia.....	1	do.....	2,175 bbls. petroleum.....	Lumber.....
	2	Doston.....	1	do.....	540 bags coffee, 1,350 bags pep- per, and 154 tons logwood.	Ballast.....
						\$2,600 00

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.
ITALY. GENOA. <i>O. M. Spencer.</i> Quarter ended December 31, 1866.*	1	In port.	1	Sold	1	Sold	
	3	New York.	1	Messina	1	Petroleum and rosin.	\$50,000 00
			1	Licata	1	do	37,000 00
			1	Palermo	1	do	73,000 00
	2	Philadelphia.	1	Messina	1	Tobacco	50,000 00
			1	In port.	1	3,500 barrels petroleum	do
	1	Boston	1	do	1	1,906 barrels petroleum	30,480 00
			1	do	1	Cotton and coffee	80,000 00
	7		7				330,490 00
Quarter ended March 31, 1867.†	1	In port.	1	Licata	1	Before reported	
	2	New York.	1	do	1	2,962 bbls. 300 bxs. petroleum	47,556 00
			1	Trapani	1	801 bales cotton	130,000 00
	2	Philadelphia.	1	Changed flag.	1	2,820 barrels petroleum	45,200 00
			1	Philadelphia.	1	3,345 barrels petroleum	40,000 00
	5		5				252,706 00
Quarter ended June 30, 1867.‡	3	Marseilles.	2	Philadelphia.	2	Ballast	
			1	Leghorn	1	Alcohol and coffee	50,000 00
	1	New Orleans	1	Palermo	1	651 bales cotton	130,200 00
	1	Philadelphia.	1	In port.	1	2,403 bbls. petroleum	30,000 00
	5		5				210,200 00
4th quarter.		No report.					

LEGHORN. <i>S. Hutchinson.</i> Quarter ended December 31, 1866.†	1	Genoa.....	1	New York.....	1	Before reported. Ballast.....	1	Marble, rags, oil.....	1
	1	Philadelphia.....	1	do.....	1	1,933 bbls. petroleum.....	1	do.....	1
	1	.....	1	Palermo.....	1	.....	1	Ballast.....	1
	3	.....	3	.....	3	.....	3	.....	3
Quarter ended March 31, 1867.‡	1	New York.....	1	Messina.....	1	Tobacco.....	1	Ballast.....	1
	3	Valencia.....	3	New York.....	3	Ballast.....	3	Marble, rags, fine arts.....	3
	4	.....	4	.....	4	.....	4	.....	4
	2	Valencia.....	1	New York.....	2	Ballast.....	1	Marble, rags, olive oil.....	1
Quarter ended June 30, 1867.††	2	Swansea.....	1	In port.....	2	Patent fuel.....	2	In port.....	2
	2	.....	1	Philadelphia.....	2	Ballast.....	1	Marble, rags, &c.....	1
	1	Naples.....	1	Boston.....	1	do.....	1	do.....	1
	1	Genoa.....	1	Philadelphia.....	1	do.....	1	do.....	1
Quarter ended September 30, 1867.**	6	.....	6	New York.....	6	.....	6	.....	6
	1	In port.....	1	New York.....	1	Before reported.....	1	Marble and rags.....	1
	2	Swansea.....	1	do.....	2	2,927 tons coal.....	1	In port.....	1
	1	Genoa.....	1	New York.....	1	Ballast.....	1	Marble and rags.....	1
Quarter ended December 31, 1866.††	2	New York.....	1	do.....	2	1,910 hogheads tobacco.....	1	do.....	1
	6	.....	6	In port.....	6	.....	1	In port.....	1
	1	Malaga.....	3	New York.....	3	Ballast.....	3	1,472 cantars brimstone, 60 bales rags, 950 bgs., 1,500 bxs. almonds, 350 bgs. wal-	38,755 00
	2	Marseilles.....	3	.....	3	.....	3	.....	38,755 00

* Entered: 3 barks, 2 brigs, 1 schooner—6, and 1 in port. Cleared: 3 barks, 2 brigs—5; 1 sold and 1 in port. Aggregate tonnage entered, 2,276.

† Entered: 2 barks, 1 brig, 1 schooner—4, and in port 1. Cleared: 1 bark, 2 brigs, 1 schooner—4, and 1 sold. Aggregate tonnage entered, 1,702.

‡ Entered: 4 barks, 1 brig—5. Cleared: 3 barks, 1 brig—4, and in port 1. Aggregate tonnage entered, 2,089.

§ Entered: 1 ship, 1 brig—2, and in port 1. Cleared: 1 ship, 1 bark, 1 brig—3. Aggregate tonnage entered, 1,512.

|| Entered and cleared: 2 ships, 2 barks—4. Aggregate tonnage entered, 3,254.

¶ Entered: 2 ships, 4 barks—6. Cleared: 1 ship, 4 barks—5, and 1 in port. Aggregate tonnage entered, 4,546.

** Entered: 5 ships and 1 in port. Cleared: 4 ships and 2 in port. Aggregate tonnage entered, 5,918.

†† Entered and cleared: 16, class not given. Aggregate tonnage entered, 6,133.

MESSINA.

F. W. Behn.

4	Boston	7	Before reported	4	15,722 boxes oranges. 5,120 cantars brimstone, 150 bgs. filberts, 100 bgs. canary seed, 50 bgs. almonds, 4 ca- ses essences, 3,950 bxs. lem- ons, 19,185 bxs. oranges.	54,765 00
3	Malaga	2	Ballast	2	448 cantars brimstone, 215 bgs. sunac, 100 bgs. filberts, 25 bgs. almonds, 1,000 boxes lemons, 5,000 bxs. oranges.	17,095 00
1	Boston	1	do	1	1,216 cantars brimstone, 150 bales rags, 250 bgs. filberts, 800 bxs. lemons, 4,200 bxs. oranges.	17,200 00
1	Malta	1	do	1	650 cantars brimstone, 51 bgs. sunac, 760 boxes lemons, 4,340 boxes oranges.	9,900 00
3	Marseilles	1	do	1	832 cantars brimstone, 60 bgs. filberts, 60 bgs. almonds, 60 bags canary seed, 500 bgs. sunac, 800 bxs. lemons, 4,500 bxs. oranges.	17,110 00
2	New York	2	do	2	2,280 cantars brimstone, 190 bags filberts, 177 bags ca- nary seed, 60 bales rags, 45 boxes essences, 5,900 boxes oranges.	33,870 00
2	Bangor	1	Box shooks and spruce boards	1	380 cantars brimstone, 760 boxes lemons, 3,500 boxes oranges.	8,425 00
8	Licata	1	do	1	Ballast .....	.....
	New York	4	Ballast	4	6,400 cantars brimstone, 70 casks pumice stone, 250 bgs. filberts, 314 bxs., 500 boxes almonds, 190 bags walnuts, 430 bales rags, 50 bgs. ca- nary seed, 9 cases essences, 800 boxes lemons, 13,900 boxes oranges.	63,765 00
	Philadelphia	1	do	1	1,600 ctrs. brimstone, 900 bxs. lemons, 3,100 bxs. oranges.	10,985 00
	New Orleans	1	do	1	640 ctrs. brimstone, 1,200 bxs. lemons, 3,000 bxs. oranges.	9,970 00
	Boston	1	do	1	2,510 ctrs. brimstone, 101 bales rags, 1,500 bxs. lemons, 3,000 bxs. oranges.	18,335 00
	Baltimore	1	do	1	768 ctrs. brimstone, 50 bags canary seed, 50 bags filberts, 25 bags almonds, 700 bxs. lemons, 1,800 bxs. oranges.	8,200 00

* Entered: 26 barks, 7 brigs, 3 schooners—36, and 7 in port. Cleared: 26 barks, 8 brigs, 4 schooners—38, and 5 in port. Aggregate tonnage entered, 13,045.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	ENTERED.		CLEARED.	INWARD.		OUTWARD.		Value.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.
ITALY. MESSINA. <i>F. W. Behn.</i> Quarter ended March 31, 1867—Continued.	1	Valencia	1	New York	1	do	1	150 bags almonds, 1,000 bxs. lemons, 4,000 bxs. oranges.	\$10,760 00
	4	Palermo	3	Philadelphia	3	do	3	114 bales rags, 50 bags filberts, 25 bags almonds, 25 bags canary seed, 2,600 bxs. lemons, 8,040 bxs. oranges.	25,810 00
	2	Cette	1	New York	1	do	1	768 ctrs. brimstone, 1,300 bxs. lemons, 2,638 bxs. oranges.	10,550 00
			1	do	1	do	1	493 ctrs. brimstone, 12 cs. essences, 1,000 bxs. lemons, 3,531 bxs. oranges.	11,415 00
			1	New Orleans	1	do	1	896 ctrs. brimstone, 170 bags sunac, 50 bags walnuts, 50 bags and 50 bxs. almonds, 50 bags filberts, 7 cs. essences, 1,600 bxs. lemons, 4,400 bxs. oranges.	19,250 00
	1	Naples	1	New York	1	do	1	832 ctrs. brimstone, 200 bags filberts, 3,800 bxs. oranges.	11,285 00
	1	Tarragona	1	Boston	1	74 logs mahogany	1	576 ctrs. brimstone, 30 bxs. dates, 1 pipe wine, 200 bxs. macaroni, 634 bxs. lemons, 3,400 bxs. oranges.	10,295 00
	3	Barcelona	1	New York	1	Ballast	1	576 ctrs. brimstone, 50 bags almonds, 1,000 bags canary seed, 100 bags filberts, 800 bxs. lemons, 3,000 bxs. oranges.	10,190 00

1	Girgenti.....	2	In port.....	2	In port.....	27,090 00
1	Trapani.....	1	New York.....	1	2,560 ctrs. brimstone, 197 bxs. almonds, 200 bales rags, 25 cs. essences, 1,500 bxs. lemons, 3,520 bxs. oranges.	12,505 00
1	Cadiz.....	1	Boston.....	1	446 bags sumac, 85 bales rags, 120 bags filberts, 125 bags canary seed, 800 bxs. lemons, 2,200 bxs. oranges.	6,600 00
2	Cagliari.....	1	Baltimore.....	1	768 ctrs. brimstone, 75 bags sumac, 100 bags and 112 bxs. almonds, 30 bags filberts, 5 bxs. licorice paste, 1,000 bxs. lemons.	
2	Trieste.....	1	Cagliari.....	1	Ballast.....	
43		2	In port.....	1	In port.....	
		43	do.....	2	do.....	475,725 00
5	In port.....	4	Boston.....	4	2,523 ctrs. brimstone, 433 bags sumac, 310 bales rags, 60 casks pumice stone, 32 bxs. almonds, 3 casks argol, 3,175 bxs. lemons, 6,770 bxs. oranges.	43,955 00
1	Cadiz.....	1	Philadelphia.....	1	1,024 ctrs. brimstone, 2,070 bxs. lemons, 930 bxs. oranges.	9,035 00
1	Licata.....	1	Boston.....	1	52 bales rags, 50 bxs. almonds, 150 bags filberts, 100 bags canary seed, 50 bxs. macaroni, 1,654 bxs. lemons.	8,215 00
7		7	Philadelphia.....	1	15 casks pumice stone, 200 bales rags, 2,640 bxs. oranges.	12,905 00
	No arrivals.....			7		74,110 00
4th quarter.....					No departures.....	

Quarter ended June 30,
1867.*

* Entered: 2 barks; in port, 5. Cleared: 7 barks. Aggregate tonnage entered, 545.

Quarter ended June 30, 1867. [†]	2	Marseilles.....	2	New York.....	2	do.....	2	do.....	26,119 00
	2	Messina.....	1	do.....	1	do.....	1	do.....	8,025 00
	1	do.....	1	New Orleans.....	1	do.....	1	do.....	4,691 75
	19	do.....	19	do.....	19	do.....	19	do.....	308,545 60
Quarter ended Septem- ber 30, 1867. [‡]	1	Trieste.....	1	Boston.....	1	Ballast.....	1	Sicilian produce.....	26,396 00
	1	Genoa.....	1	New York.....	1	do.....	1	do.....	18,330 00
	1	Naples.....	1	Boston.....	1	do.....	1	do.....	35,978 00
	2	Marseilles.....	2	New York.....	2	do.....	2	do.....	24,275 00
1st, 2d, 3d, and 4th quar- ters.	1	Licata.....	1	Boston.....	1	do.....	1	do.....	10,585 00
	6	do.....	6	do.....	6	do.....	6	do.....	115,564 00
	1	Licata.....	1	Boston.....	1	Ballast.....	1	Sicilian produce.....	9,400 00
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	No departures.....
Quarter ended December 31, 1866.||	1	Philadelphia.....	1	Messina.....	1	2,740 bbls. clarified petroleum..	1	Ballast.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	No departures.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
GREECE. ZANTE. A. S. York.	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
1st, 2d, and 3d quarters	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
Quarter ended September 31, 1867. [§]	1	Trieste.....	1	Siza.....	1	Ballast.....	1	Ballast.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....
	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....	do.....

[†] Entered: 11 barks, 8 brigs—19. Cleared: 8 barks, 6 brigs—14; in port, 5. Aggregate tonnage entered, 7,533.

[‡] Entered: 10 barks, 4 brigs—14; in port, 5. Cleared: 12 barks, 7 brigs—19. Aggregate tonnage entered, 5,402.

[§] Entered and cleared: 3 barks, 3 brigs—6. Aggregate tonnage entered, 1,994. Entered and cleared: 1 bark. Tonnage entered, 473.

^{||} Entered and cleared: 1, class not given. Tonnage not given. Entered and cleared: 1 yacht. Tonnage, 42 tons.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.		
	No. of Vessels.	Where from.	CLEARED.		INWARD.	OUTWARD.
			No. of Vessels.	Where for.	Description.	Description.
TURKEY. BEIRUT. <i>J. A. Johnson.</i>	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Description.
	2	No arrivals.	1	Boston via Alexandria and Smyrna.	Furniture 67 pieces lumber 1,330 boxes petroleum 298 bbls. petroleum 30 doz. chairs, 200 cases petroleum, 100 cases white lead, 9 cases pumps, 85 lbs. leather, 15,372 feet lumber, 35 coils cordage.	No departures
	2	Boston	1	Boston	\$4,042 23 85 97 12,305 00 3,268 36 30,180 88	Not reported
	2	.....	2	.....	41,882 44	.....
4th quarter .....	.....	No arrivals .....	.....	.....	.....	No departures
CONSTANTINOPLE. <i>J. H. Goodenow.</i>	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Description.
	1	New York	1	Boston	1,600 bbls. rum and alcohol General cargo	750 bales wool and rags General cargo
	1	.....	1	.....	31,448 79 7,650 12	.....
	1	.....	1	.....	39,098 91	.....
						\$13,724 00 681 00 14,405 00

Quarter ended September 30, 1867.†	1	New York	1	Boston	1	1,150 bbls. rum, 1,392 bbls. alcohol, 36 tons logwood, 138 cases general cargo.	35,486 46	1	770 bales rags, 15 bales wool, 30 Angora goats.	14,053 14
<hr/>										
SMYRNA. J. Griffith. Quarter ended December 31, 1866.‡	2	In port.....	2	Boston	2	Before reported.....	.....	3	Figs, yellow berries, emery stone, canary seed, nut galls, gums, geraneum oil, otto of roses, wool, twine.	141,217 97
	1	Brindisi	1	do	1	Ballast .....	.....		
	3	.....	3	.....	3	.....	.....	3	.....	141,217 97
Quarter ended March 31, 1867.¶	1	Boston	1	Boston	1	Petroleum, bur drills, cabot, gummy cloth, logwood, mahogany furniture.	41,200 00	1	Wool, figs, almonds, apricots, gums, boxwood.	43,005 48
<hr/>										
3d quarter.....		No report								
<hr/>										
Quarter ended September 30, 1867.¶	1	In port.....	1	Boston	1	Before reported.....	.....	1	Boxwood, rags, wool, madder, roots, gum.	22,986 00
	2	Boston	2	do	2	Alcohol, brandy, petroleum, empty drums, logwood, cotton gins, mahogany veneers, domestics, glass ware, missionary goods, &c.	55,000 00	2	Figs, raisins, wool, yellow berries, gums, almonds.	71,569 09
	1	New York.....	1	In port.....	1	Rum, alcohol, petroleum, glass ware, furniture, and veneers.	30,000 00	1	In port.....	.....
	4	.....	4	.....	4	.....	85,000 00	4	.....	94,555 00
<hr/>										
MUSCAT. ZANZIBAR. E. D. Ropes. Quarter ended December 31, 1866.**	2	Muscat	1	New York.....	1	Rose water, &c.....	2,000 00	1	200 pieces ebony, 203 hides, 5 pkgs. beeswax, 540 bags cloves, 282 bags S. stems, 2 cases T. shell, 159 bags pepper, 555 pkgs. coir yarn, 209 pkgs. washed copal, 467 pes. ivory, 641 scriveles ivory.	91,127 18

* Entered and cleared: 1 bark, 1 brig—2. Aggregate tonnage entered, 603.21.

† Entered and cleared: 1 bark. Tonnage entered, 293.14.

‡ Entered and cleared: 1 bark. Tonnage entered, 440.52.

¶ Entered and cleared: 1 bark.

§ Entered: 1 bark, and 2 in port. Cleared: 3 barges. Tonnage entered, 413.

|| Entered and cleared: 1 bark. Tonnage entered, 254.

¶ Entered: 3 barks, and 1 in port. Cleared: 3 barks, and 1 in port. Agg. tonnage entered, 835.

** Entered and cleared: 2 barks. Aggregate tonnage entered, 898.86.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	No. of Vessels.	Where from.	CLEARED.		INWARD.		OUTWARD.
			No. of Vessels.	Where for.	No. of Vessels.	Description.	Description.
MUSCAT.							
ZANZIBAR.							
<i>E. D. Ropes.</i>							
Quarter ended December 31, 1866—Continued.	2		1	Salem.....	1	225 jars rose water..... Specie	1,601 pes. ivory, 348 pes. scori- velos ivory, 105 cases gum copal, 83 pes. ebony, 2,550 hides, 43 pkgs. goat skins, 200 bags pepper, 551 bags cloves, 795 pkgs. coil yarns, 1 box T. shell.
			2		2		German crowns
							212,044 42
Quarter ended March 31, 1867.*	2	Boston	1	Aden	1	453 pkgs. domestics, 1,700 bxs. soap, 42 bxs. sugar, 50 bxs. tobacco, 5,080 pkgs. powder, 100 bbls. rosin, 70 bbls. flour, 400 shooks, 300 kegs paint, specie, (\$25,000,) sundries.	2,500 bags corn, 1,085 bags sim sim, 200 bags cloves, 30 casks coconut oil.
			1	Muscat.....	1	117 pkgs. domestics, 50 cases to- bacco, 25 bxs. sugar, 3,000 pkgs. powder, 25 cases clocks, 100 cases turpentine, 400 shooks, 10 bbls. flour, specie, (\$20,000.)	1,700 pkgs. clove stems, 560 rafters, 26 casks coconut oil, specie, (\$5,000,) 650 bags corn, 838 pes. ebony, 513 hides, 23 cases stripes.
							15,285 98
	1	Cruising.....	1	New Bedford....	1	150 lb. ambergris.....	Ballast.....
	1	New York.....	1	Aden	1	275 pkgs. domestics, 200 pkgs. tobacco, 75 pkgs. sugar, 7,000 pkgs. powder, 100 pkgs. tur- pentine, specie, (\$30,000,) sun- dries.	133 bags cloves, 500 rafters, 9 casks coconut oil, specie, (\$12,000,) 1,017 bags corn, 600 bags sim sim, 132 bags peppers.
							13,415 00
	4		4		4		
							37,000 98

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
MUSCAT.	1	Boston.....	1	Aden	1	259 pkgs. domestics; 97 pkgs. guns and ammunition, 600 pkgs. box snooks, 50 pkgs. sugar, 106 pkgs. tobacco, 75 pkgs. spirits turpentine, 250 pkgs. kerosene oil, 7 pkgs. flour, 5,146 pkgs. powder, \$5,000 specie.	\$48,205 00	1	Ballast.....	
ZANZIBAR.	4	.....	4	.....	4	.....	261,366 00	4	.....	\$83,109 00
<i>E. D. Hoopes.</i>										
Quarter ended September 20, 1867—Continued.										
SIAM.										
BANGKOK.										
<i>J. M. Hood.</i>										
Quarter ended December 31, 1865. *	1 3	In port..... Hong Kong.....	1 1	Singapore..... Hong Kong.....	1 1	Before reported..... 2,100 Mexican dollars	..... 21,000 00	1 1	100 tons teak timber..... 513 coyans rice, 187 sapan wood, 1,700 piculs teel seed, 397 piculs buffalo hides, 104 piculs Cardamon seed, 129 piculs sapan wood, 26,190 piculs rice.	3,000 00 31,095 00
	1	Manila.....	1	In port..... do.....	1 1	Ballast..... do.....	..... In port..... do.....	1 1	In port..... do.....	35,010 00
	5	.....	5	.....	5	.....	21,000 00	5	.....	69,105 00

Quarter ended March 31, 1867.†	2 1 3	In port..... Shanghai.....	2 1 3	Hong Kong..... In port.....	2 1 3	Before reported..... Ballast.....	2 1 3	Rice and sapan wood..... In port.....	45,612 11 45,612 11
Quarter ended June 30, 1867.‡	1 2 3	In port..... Hong Kong.....	1 1 3	Pennambuco..... Hong Kong..... In port.....	1 1 3	Before reported..... Ballast..... 12 cases merchandise.....	1 1 3	71,862 coyans rice, 104 teal plank..... 9,400 piculs rice..... In port.....	23,716 90 10,000 00 32,716 90
Quarter ended September 30, 1867.§	1 1 2	In port..... Singapore.....	1 1 2	Hong Kong..... Ningpo.....	1 1 2	Before reported..... 48 boxes and bales.....	1 1 2	Rice, fish, cotton cloth..... Rice and sapan wood.....	25,985 00 12,189 00 37,865 00
CHINA. AMOY. N. S. Coast.	2 1 1	In port..... Newcastle, N. S. W. Taiwanfoo.....	1 1 1	Hong Kong..... Taiwanfoo..... New York..... In port.....	2 1 1 1	Before reported..... Coals..... Oil cake, sesamon seed, hemp, ground nuts, sundries. Specie.....	1 1 1 1	Ballast..... Fungus, tobacco, mankeens, sundries, Amer'n drillings. Oolongs (teas)..... In port.....	2,618 00 89,927 92
Quarter ended December 31, 1866.||	4	In port.....	4	Takao..... Tamsai..... Keelung.....	1 1 1	Before reported..... 1,050 bags rice..... 105 tons coals.....	1 1 3	Ballast..... do..... 6 chests opium.....	92,575 92 3,600 00 3,600 00
Quarter ended March 31, 1867.¶	1 1 1 3	In port..... Takao..... Tamsai.....	1 1 1 3	Takao..... Tamsai..... Keelung.....	1 1 1 3	Before reported..... 1,050 bags rice..... 105 tons coals.....	1 1 1 3	Ballast..... do..... 6 chests opium.....	3,600 00 3,600 00

* Entered: 3 ships, 1 bark—4, and 1 in port. Cleared: 2 ships, 1 schooner—3, and 1 in port. Aggregate tonnage entered, 3,510.

† Entered: 1 ship, and 2 in port. Cleared: 1 bark, 1 ship—2, and 1 in port. Tonnage entered, 876.

‡ Entered: 2 barks, and 1 in port. Cleared: 1 ship, 1 bark—2, and 1 in port. Aggregate tonnage entered, 996.

§ Entered: 1 bark, and 1 in port. Cleared: 2 barks. Tonnage entered, 583.

|| Entered: 1 bark, 1 schooner—2, and 2 in port. Cleared: 2 barks, 1 schooner—3, and 1 in port. Aggregate tonnage entered, 497.75.

¶ Entered: 2 schooners, and 1 in port. Cleared: 3 schooners. Aggregate tonnage entered, 226.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		Where for.	INWARD.		OUTWARD.		Value.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.		Description.	
CHINA. AMOY. <i>N. S. Conaul.</i> Quarter ended June 30, 1867.*	1	Keelung.....	1	Takao.....	1	1,200 piculs coals.....	\$700 00	1	2 cases nankeens.....	\$500 00
	1	Hong Kong.....	1	Foo Chow.....	1	5,483 piculs guano.....	16,440 00	1	Ballast.....	
	2	.....	2	.....	2	.....	17,140 00	2	.....	500 00
	1	New Chwang.....	1	Shanghai.....	1	3,060 piculs beans, &c.....	12,408 00	1	Ballast.....	

CANTON. <i>O. H. Perry.</i> Quarter ended December 31, 1866.†	5	Hong Kong.....	5	Hong Kong.....	5	Ballast.....	.....	5	Ballast.....	.....
	1	Macao.....	1	Macao.....	1	Passengers and general cargo...	.....	1	Passengers and general cargo.	.....
	6	.....	6	.....	6	.....	.....	6	.....	.....

Quarter ended March 31, 1867.‡	5	Hong Kong.....	3	Hong Kong.....	3	Ballast.....	.....	3	Ballast.....	.....
	.....	.....	1	Saigon.....	1	do.....	.....	1	do.....	.....
	.....	.....	1	New York.....	1	do.....	.....	1	2,699 half chests of tea.....	17,065 57
	.....	.....	.....	.....	.....	.....	.....	.....	206 bales raw silk, 3 boxes woven silk.	62,486 87
	1	Macao.....	1	Macao.....	1	General cargo and passengers ..	.....	1	10,593 rolls matting.....	56,920 83
6	.....	6	.....	6	.....	.....	6	Fire-crackers, &c.....	25,795 35	
.....	.....	.....	.....	.....	.....	.....	.....	General cargo and passengers.	162,268 62	

Quarter ended June 30, 1867. [†]	1	In port.....	1	New York.....	1	679 pkgs. sundries.....	1	679 pkgs. sundries, 5,653 rolls matting, 16,000 boxes fire-crackers, 1,057 boxes preserves, 250 boxes raw silk, 249 bxs. straw hats, 100 bxs. cassia, 100 bxs. turmeric, 72 pkgs. fans, 25 pkgs. cures, 25 cases pepper, 22 boxes cassia oil, 10 bxs. vermilion, 40 pkgs. china-ware, 76 pkgs. sundries, 28,290 lbs. tea.	1	679 pkgs. sundries, 5,653 rolls matting, 16,000 boxes fire-crackers, 1,057 boxes preserves, 250 boxes raw silk, 249 bxs. straw hats, 100 bxs. cassia, 100 bxs. turmeric, 72 pkgs. fans, 25 pkgs. cures, 25 cases pepper, 22 boxes cassia oil, 10 bxs. vermilion, 40 pkgs. china-ware, 76 pkgs. sundries, 28,290 lbs. tea.	1	679 pkgs. sundries, 5,653 rolls matting, 16,000 boxes fire-crackers, 1,057 boxes preserves, 250 boxes raw silk, 249 bxs. straw hats, 100 bxs. cassia, 100 bxs. turmeric, 72 pkgs. fans, 25 pkgs. cures, 25 cases pepper, 22 boxes cassia oil, 10 bxs. vermilion, 40 pkgs. china-ware, 76 pkgs. sundries, 28,290 lbs. tea.
	5	Hong Kong.....	3	Shanghai.....	3	Ballast.....	3	110 boxes sandal wood, 800 bxs. fans, 96 pkgs. white lead, 80 pkgs. Chinese medicines, 40 pkgs. betel nut, 605 pkgs. sundries, 13,000 bags sugar, 80 tubs lead, 30 tubs yellow lead, 101 pkgs. matting, 457 pkgs. sundries.	1	Ballast.....	1	Ballast.....
	1	Macao.....	1	In port.....	1	do.....	1	In port.....	1	In port.....	1	In port.....
	7	.....	7	Canton.....	1	General cargo.....	7	General cargo.....	1	General cargo.....	1	General cargo.....
Quarter ended September 30, 1867. [‡]	1	In port.....	1	Hong Kong.....	1	Ballast.....	1	Ballast.....	1	Ballast.....	1	Ballast.....
	4	Shanghai.....	4	In port.....	1	do.....	1	In port.....	4	Sugar, sapuan wood.....	4	Sugar, sapuan wood.....
	1	Hong Kong.....	1	Shanghai.....	1	Ballast.....	1	Ballast.....	1	Ballast.....	1	Ballast.....
	6	.....	6	Hong Kong.....	6	do.....	6	do.....	6	do.....	6	do.....
Quarter ended December 31, 1866. [§]	1	In port.....	1	Swatow.....	1	Before reported.....	1	Before reported.....	1	Bean cake, &c.....	1	Bean cake, &c.....
	4	Shanghai.....	3	Tientsin.....	3	Opium and cotton goods.....	3	Opium and cotton goods.....	3	Inward cargo.....	3	Inward cargo.....
	1	Passiet.....	1	Tientsin.....	3	Treasure.....	3	Treasure.....	3	Inward cargo and treasure.....	3	Inward cargo and treasure.....
	1	.....	1	Foo Chow.....	1	Joss paper.....	1	Joss paper.....	1	Pease, tobacco, &c.....	1	Pease, tobacco, &c.....
	1	.....	1	Swatow.....	1	Sea weed.....	1	Sea weed.....	1	Pease, beans, &c.....	1	Pease, beans, &c.....

* Entered and cleared: 1 bark, 1 schooner. Aggregate tonnage entered: 384. Tonnage entered: 283.

† Entered and cleared: 3 ships, 3 steamers—6. Aggregate tonnage entered: 6,131.88.

‡ Entered and cleared: 3 ships, 2 barks, 1 steamer—6. Aggregate tonnage entered: 4,034.17.

§ Entered: 4 steamers, 2 ships—6, and 1 in port. Cleared: 4 steamers, 2 ships—6, and 1 in port. Aggregate tonnage entered, 4,158.

¶ Entered: 4 steamers, 1 ship—5, and 1 in port. Cleared: 4 steamers, 1 ship—5, and 1 in port. Aggregate tonnage entered, 3,466.19.

** Entered: 6 steamers, 4 barks, 2 pilot boats—12, and 1 in port. Cleared: 5 barks, 6 steamers—11, 1 in port, and 1 wrecked. Aggregate tonnage entered, 7,619.

CHEFOO.

E. Sandford.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
CHINA. CHEEFOO. <i>E. Sinford.</i> Quarter ended December 31, 1866—Continued.	1	Foo Chow.....	1	Foo Chow.....	1	Paper and opium.....	\$31,500 00	1	Pease, beans, &c.....	\$12,150 00
	1	Swatow.....	1	Swatow.....	1	Sugar and opium.....	37,379 00	1	do.....	10,378 00
	2	New Chwang.....	1	In port.....	1	Ballast.....	.....	1	In port.....	.....
	1	.....	1	Wrecked.....	1	do.....	.....	1	Wrecked.....	.....
Quarter ended March 31, 1867.*	13	.....	13	.....	13	.....	303,297 00	13	.....	228,556 00
	1	In port.....	1	New Chwang.....	1	Before reported.....	.....	1	Ballast.....	.....
	1	Foo Chow.....	1	Foo Chow.....	1	Paper, opium, &c.....	25,097 00	1	Bean cake, pease, &c.....	13,508 00
	1	Shanghai.....	1	Tientsin.....	1	Grass cloth, opium, &c.....	70,260 00	1	Inward cargo.....	.....
Quarter ended June 30, 1867.†	1	Tientsin.....	1	Shanghai.....	1	Ballast.....	.....	1	Dates, straw braid, and treasure.....	68,154 00
	4	.....	4	.....	4	.....	95,357 00	4	.....	81,662 00
	7	Shanghai.....	7	Tientsin.....	7	Opium and piece goods.....	418,338 60	6	Ballast.....	27,440 00
	5	Tientsin.....	5	Shanghai.....	2	Arsenic, brocades, and treasure.....	12,067 14	5	Medicine and treasure.....	313,638 80
Quarter ended September 30, 1867.‡	1	Nagasaki.....	1	New Chwang.....	3	Ballast.....	9,200 00	1	Re-exports.....	1,464 00
	1	Yokohama.....	1	Yokohama.....	1	Sea weed and tea.....	.....	1	Pease.....	5,894 00
	1	Swatow.....	1	Swatow.....	1	Ballast.....	15,870 40	1	Bean cakes.....	6,655 60
	15	.....	15	.....	15	Sugar, paper, and rice.....	455,466 14	15	.....	355,112 40
Quarter ended September 30, 1867.‡	13	Shanghai.....	13	Tientsin.....	13	Opium and cotton piece goods.....	406,609 68	13	Re-exports.....	41,460 00
	14	Tientsin.....	12	Shanghai.....	12	Re-exports and treasure.....	12,592 00	12	Treasure, medicine, and bean cake.	234,255 48
	1	New Chwang.....	1	New Chwang.....	1	Ballast.....	.....	1	Re-exports.....	5,072 00

CHIN KLANG.

J. L. Kiernan.

Quarter ended December
31, 1866. §

1	New Chwang.....	1	Nagasaki.....	1	do.....	1	Pease and re-exports.....	3,234 00
3	Yokohama.....	1	Shanghai.....	1	do.....	1	Pease and bean cake.....	45,010 00
		2	Hong Kong.....	1	do.....	1	Opium.....	3,552 00
1	Purehased.....	1	Nagasaki.....	1	do.....	1	Vermicelli and cotton.....	5,032 60
32		32		32		32	Ballast.....	.....
							do.....	337,615 48
40	Shanghai.....	40	Hankow.....	40	Opium, sugar, iron bars, sandal wood, oil, silk, cotton piece goods, medicine, and treasure.	40	Silk and cotton piece goods, raw cotton, medicine, and treasure.	123,538 00
43	Hankow.....	43	Shanghai.....	43	Wood oil, wax, tobacco, hemp, tallow, and treasure.	43	Silk, salt meats, and treasure.	465,472 00
83		83		83		83		589,010 00
29	Shanghai.....	29	Hankow.....	29	Opium, iron, sugar, sandal wood, coal, oil, silk, cotton, piece goods, and woollens.	29	Raw silk, cotton, and treasure.	156,226 00
33	Hankow.....	32	Shanghai.....	33	Wood, oil, wax, tallow, hemp, tobacco, and medicine.	33	Raw silk, re-exports, treasure, medicine, oil, and salt meats.	366,214 00
62		62		62		62		525,440 00
32	Shanghai.....	32	Hankow.....	32	Opium, sugar, iron, sandal wood, pea oil, medicine, powder, and lead.	32	Raw silk, cotton, grass cloth, mats, piece goods, and gypsum.	115,700 00
27	Hankow.....	27	Shanghai.....	27	Wood oil, fungus, hemp, wax, tallow, and tobacco.	27	Teas, medicines, raw silk, paper, and rice.	243,273 00
59		59		59		59		358,973 00
28	Hankow.....	28	Shanghai.....	28	Wood oil, tobacco, wax, tallow, hemp, and fungus.	28	Silk piece goods, manufactured goods, and treasure.	347,892 00
32	Shanghai.....	4	Chin K'ang.....	4	Pea oil, sandal wood, iron, and dates.	3	Ballast.....	.....
						1	405 poles.....	857 00

* Entered: 1 bark, 2 steamers—3, and 1 in port. Cleared: 1 pilot boat, 1 bark, 2 steamers—4. Aggregate tonnage entered, 2,428.

† Entered and cleared: 12 steamers, 1 brig, 2 barks—15. Aggregate tonnage entered, 13,150.

‡ Entered and cleared: 27 steamers, 3 barks, 1 schooner, 1 lorchas—32. Aggregate tonnage entered, 36,907.

§ Entered and cleared: 80 steamers, 1 lorchas, 2 luggers—83. Aggregate tonnage entered, 112,806.

|| Entered and cleared: 59 steamers, 2 lorchas, 1 lugger—62. Aggregate tonnage entered, 86,165.

¶ Entered and cleared: 57 steamers, 2 luggers—59. Aggregate tonnage entered, 97,860.

** Entered: 55 steamers, 5 lorchas—60. Cleared: 55 steamers, 4 lorchas—59, and 1 in port. Aggregate tonnage entered, 96,481.

[illegible]

* Entered: 1 bark, and 2 in port. Cleared: 3 barks. Aggregate tonnage entered, 1,031.

† Entered: 2 barks, 1 brig, 1 ship—4. Cleared: 1 bark, 1 brig, 1 ship—3, and 1 in port. Aggregate tonnage entered, 1,604.

† Entered: 3 barks, 1 schooner—4, and 1 in port. Cleared: 3 barks, 1 schooner—4, and 1 in port. Aggregate tonnage entered, 1,187.

§ Entered and cleared: 39 steamers and 3 luggers—42. Aggregate tonnage entered, 56,502.

|| Entered and cleared: 32 steamers and 1 lugger—33. Aggregate tonnage entered, 47,149.

* Entered: 31 steamers and 1 lugger—32. Cleared: 29 steamers, and 3 in port. Aggregate tonnage entered, 52,102.

* Entered: 27 steamers and 1 lugger—28, and 3 in port. Cleared: 29 steamers and 1 lugger—30, and 1 in port. Aggregate tonnage entered, 46,424.

Entered; 1 bark, and 1 in port. Tonnage entered, 438.
 Entered; 6 barks, and 1 in port. Cleared; 7 barks. Aggregate tonnage entered, 2,538.38.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	No. of vessels.	Where from.	CLEARED.		INWARD.		OUTWARD.
			No. of vessels.	Where for.	No. of vessels.	Description.	Description.
CHINA. NEW CHWANG. <i>F. P. Knight.</i> Quarter ended June 30, 1867—Continued.	3	Shanghai.....	2	Swatow.....	3	15 bales cotton goods, 14 parcels opium, 50 bags sugar.....	13,650 bean cakes, 8,457 par- cels pease, 200 baskets oil.
			1	Hong Kong.....			11,000 parcels peas.....
	2	Tientsin.....	1	do.....	2	Ballast and re-exports.....	10,156 parc's pease, 2,500 bean cakes, 100 baskets oil.
	1	Che Foo.....	1	Foochow.....		Tea and paper.....	3,060 parcels pease, 215 bks. oil
	7		7	Amoy.....	7		8,200 00 82,550 00
Quarter ended September 30, 1867.*	1	Che Foo.....	1	Shanghai.....	1	97 bales American drills, 200 pigs lead.....	3,000 parcels bean cake.....
	2	Shanghai.....	2	do.....	1	10 packages cotton and woollen goods.....	25,000 parcels bean cake, 1,800 do. pease, 1,274 baskets oil,
					1	Ballast.....	30 pkgs. melon seeds.
	2	Tientsin.....	1	do.....	1	do.....	6,500 parcels bean cake, 59 pkgs. indigo.
	5		1	Foo Chow.....	1	5,764 bundles paper.....	7,300 parc's pease, 150 bks. oil.
NINGPO. <i>E. C. Lord.</i> Quarter ended December 31, 1866.†			5		5		29,000 00
	1	In port.....	1		1	Before reported.....	In port.....
	2	Hankow.....	2	Shanghai.....	2	General cargo.....	General cargo.....
	37	Shanghai.....	37	do.....	37	Opium and general cargo.....	59,387 chests tea, 117 bales silk, 3,705 bales cotton.
	40		40		40		1,985,187 00

Quarter ended March 31, 1867;†	1	In port.....	Broken up.....	1	Before reported.....	53,400 00 1,032,552 00 4,000 00 900 00	1	Broken up.....	1	Cotton and general cargo.....	52,640 00
	36	Hong Kong.....	36	1	Opium and general cargo.....		36	Cotton, tea, and general cargo.....	36		1,477,060 00
	1	Sold.....	1	1	General cargo.....		1	Sold.....	1		
	1	In port.....	1	1	do.....		1	In port.....	1		
	40		40	40		1,090,852 00	40		40		1,529,700 00
Quarter ended September 30, 1867.‡	39	Shanghai.....	39	39	392 chests opium, 1,500 pkgs. tin.	937,896 00	39	49,314 chests tea, 149 bales silk.	39		1,558,697 00
3d and 4th quarters.....		No reports.....									
SHANGHAI.											
G. F. Seward.											
Quarter ended December 31, 1866.¶	13	In port.....	13	13	Before reported.....		13	Ballast.....	3		182,500 00
	41	Hankow.....	41	41	Hemp, varnish, wood, oil, tea, tobacco, fungus, syc, earth, leather, lotus nuts, nut galls, medicine, paper, handker- chiefs, prepared tobacco, per- sonal effects, tallow, dyestuffs. Tea, cuttle-fish, treasure, stores, merchandise.	6,529,392 00	41	In port.....	8	Manufactured goods, dried fish, longalls, cuttledish, camlets, opium, iron ware, medicine, nails, cash, silk goods, vermilion, treasure, stores.	5,679,266 00
	42	Ningpo.....	42	40	Ballast.....	1,460,730 00	40	Manufactured goods, wood oil, dried lilies, varnish, opium, stores, effects.	40		1,046,109 00
	4	Che Foo.....	4	2	Ballast.....	615,835 00	2	In port.....	2	Opium, piece goods.....	624,027 00
	4	Hong Kong.....	4	2	Ballast.....	781,292 00	2	do.....	2		405,850 00
	4	Nagasaki.....	4	3	Opium, nails, castor oil, tallow, codr, nathing, mats, rice, cigars, beer, paint, onions, feathers, medicine.	198,100 00	3	Biche de mer, cotton paper, lily flowers, dyestuffs, ef- fects, stores, tea, treasure, medicine, wine.	4		437,992 00
	1	Swatow.....	1	1	Ballast.....	30,061 00	1	Sold.....	1		35,407 00
	2	Bought.....	2	2	Sugar and sundries.....		2	Sundries.....	2		40,050 00
					Ballast.....			do.....			7,000 00
								In port.....	1		

* Entered and cleared: 3 steamers and 2 barks—5. Aggregate tonnage entered, 3,509,94.95.

† Entered: 37 steamers and 2 luggers—39, and 1 in port. Aggregate tonnage entered, 40,122.

‡ Entered: 36 steamers, 1 ship, and 2 luggers—39, and 1 in port. Cleared: 36 steamers and 1 ship—37, 1 broken up, 1 sold, and 1 in port. Aggregate tonnage entered, 28,613.

§ Entered and cleared: 39 steamers. Aggregate tonnage entered, 42,354.

¶ Entered: 92 steamers, 3 ships, 2 barks, 2 brigs, 1 schooner, and 2 boats—112, and 13 in port. Cleared: 89 steamers, 4 ships, 1 bark, 2 brigs, 2 schooners, 1 boat—99, 1 sold, and 15 in port. Aggregate tonnage entered, 115,165.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	ENTERED. No. of Vessels.	Where from.	CLEARED. No. of Vessels.	Where for.	INWARD. Description.	Value.	OUTWARD. Description.	Value.	
CHINA. SHANGHAI. G. F. Seward. Quarter ended June 30, 1867—Continued.	5	Che Foo.....	5	Che Foo.....	Cotton and sundries.....	1, 039, 340 00	5	Sundries.....	706, 272 00
	2	Nagasaki.....	1	Nagasaki.....	Cuttle-fish, tallow, &c.....	35, 238 00	1	Oil, butter, &c.....	37, 000 00
			1	Sold.....	Ballast.....		1	Sold.....	
	11	Hong Kong.....	8	Hong Kong.....	Opium, nails, castor oil, coir mating, rice, beet, onions, cigars, fruit, mats, glass, paint.	1, 833, 814 00	8	Paper, cotton, lily flowers, dyestuff, tea, treasure, mcd- icine, wine.	1, 683, 650 00
			2	Ningpo.....	Ballast.....		2	Manufactured goods, &c.....	
			1	Che Foo.....	do.....		1	Sundries.....	57, 279 00
	1	Poo Chow.....	1	Petroputski.....	Poles.....	47, 000 00	1	do.....	27, 000 00
	3	Singapore.....	1	Nagasaki.....	Ballast.....		1	Ballast.....	27, 000 00
		Bought.....	1	Chin Kiang.....	do.....		1	Sundries.....	
			1	Nagasaki.....	do.....		1	Ballast.....	1, 300 00
		1	In port.....	do.....		1	In port.....		
		2	do.....	Sundries.....	275 00	2	do.....		
	Chin Kiang.....	2	do.....	do.....	75, 000 00	1	do.....		
	New York.....	1	do.....	Sugar.....	19, 500 00	1	Ballast.....		
	Swatow.....	1	New Chwang.....	do.....		1	In port.....		
	Put back.....	1	In port.....	Ballast.....		1			
		84			9, 616, 955 00 or \$14, 233, 093 40	84	taels or \$	9, 606, 746 00 14, 217, 884 08	
Quarter ended September 30, 1867.									
	9	In port.....	1	Che Foo.....	Before reported.....		1	Piece goods, stores.....	61, 840 00
			1	Poo Chow.....			1	Sundries.....	3, 709 00
			1	London.....			1	Tea.....	197, 943 00
			2	Chin Kiang.....		2	Sundries.....	4, 659 00	
			4	In port.....		4	In port.....		
	29	Hankow.....	29	Hankow.....	Tea, dyestuffs, hemp, varnish, wood oil, tobacco, fungus, leather, chintz, oil, wines, nut- galls, tallow, medicines, lotus, nuts, stockings, paper, stores, &c.	6, 748, 203 60	29	Seaweed, dried fish, longells, medicines, manufactured goods, cuttle-fish, stores, ironware, salt fish, shark's fins, cash, canlets, foils, clocks, sugar, opium, nails, vermillion, silk goods, &c.	3, 125, 371 00

39	Ningpo.....	37	Ningpo.....	37	Tea, cuttle-fish, treasure, &c....	3,846,330 00	37	Manufactured goods, wood oil, dried lilies, opium. Manufactured goods, &c In port. Biche de mer, paper, cotton, lily flowers, naulken, dye-stuffs, stores, tea, treasure, medicine, wine. Sundries In port. Piece goods, stores, &c In port. Oil, stores, &c Ballast In port. Sundries In port. Ballast Sundries In port. Ballast Sundries In port. Ballast Sundries In port. Piece goods and stores. Ballast Sundries In port. do In port. tacks 5,485,937 00 or \$8,118,186 76	32,601 00
15	Hong Kong.....	1	Che Foo.....	1	do.....		1	Manufactured goods, &c	820,231 00
12	Che Foo.....	10	In port.....	10	Glass opium, nails, castor oil, tallow, coir, matting mats, grate bars, rice, cigars, knives, &c. Ballast	2,617,102 00	10	In port. Biche de mer, paper, cotton, lily flowers, naulken, dye-stuffs, stores, tea, treasure, medicine, wine. Sundries In port. Piece goods, stores, &c In port. Oil, stores, &c Ballast In port. Sundries In port. Ballast Sundries In port. Ballast Sundries In port. Piece goods and stores. Ballast Sundries In port. do In port. tacks 5,485,937 00 or \$8,118,186 76	641,465 00
5	Chin Kiang.....	1	Nagasaki.....	1	do.....		1	Manufactured goods, &c	4,200 00
4	Foo Chow.....	4	In port.....	4	do.....		4	Manufactured goods, &c	463,030 00
2	New Ohwang.....	10	Che Foo.....	10	Bean cake and sundries	1,116,980 00	10	Manufactured goods, &c	59,171 00
1	Tientsin.....	2	In port.....	2	Ballast	184,016 00	2	Manufactured goods, &c	900 00
1	Keelung.....	2	Nagasaki.....	2	Cuttle-fish, tallow, &c. Ballast		2	Manufactured goods, &c	17,021 00
1	Put back.....	1	Foo Chow.....	1	do.....		1	Manufactured goods, &c	14,702 60
		3	Chin Kiang.....	3	Sundries	22,879 00	3	Manufactured goods, &c	27,002 00
		1	In port.....	1	do.....		1	Manufactured goods, &c	2,700 00
		1	Ningpo.....	1	do.....		1	Manufactured goods, &c	
		1	Foo Chow.....	1	Poles &c. Ballast	101,229 00	1	Manufactured goods, &c	
		2	In port.....	2	do.....		2	Manufactured goods, &c	
		1	Che Foo.....	1	Bean cake. Ballast	71,026 00	1	Manufactured goods, &c	
		1	Peget sound.....	1	Sundries	20,630 00	1	Manufactured goods, &c	
		1	Che Foo.....	1	Coal	4,001 00	1	Manufactured goods, &c	
		1	Foo Chow.....	1	Ballast		1	Manufactured goods, &c	
		1	In port.....	1	do.....		1	Manufactured goods, &c	
		122		122	tacks 14,735,292 00 or \$20,808,232 16		122	Manufactured goods, &c	
3	In port.....	1	In port.....	1	Before reported.....		1	Manufactured goods, &c	
		1	Che Foo.....	1	do.....		1	Manufactured goods, &c	
		1	Singapore.....	3	do.....		3	Manufactured goods, &c	
3	Che Foo.....	2	Saigon.....	2	400 pkgs. vermicelli, 467 pkgs. sundries, 20,808 bean cakes, 357 bales cotton. 9,500 bean cakes, 205 pkgs. sundries.		2	Manufactured goods, &c	
6	Chin Kiang.....	1	In port.....	1	do.....		1	Manufactured goods, &c	
		6		6	do.....		6	Manufactured goods, &c	
2	In port.....	1	New Ohwang.....	2	Before reported.....		2	Manufactured goods, &c	
		1	Singapore.....	2	do.....		2	Manufactured goods, &c	

SWATOW.

J. C. A. Wingate.

Quarter ended December 31, 1866.†

Quarter ended March 31, 1867.‡

* Entered : 98 steamers, 2 ships, 7 barks, 5 boats—112; 1 put back and 9 in port.
† Entered : 3 barks, and 3 in port. Cleared : 4 barks, and 2 in port. Aggregate tonnage entered, 1,429.
‡ Entered : 1 bark, and 2 in port. Cleared : 3 barks. Tonnage entered, 314.

Cleared : 94 steamers, 2 ships, 4 barks, 5 boats—105, and 17 in port. Aggregate tonnage entered, 129,298.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
CHINA. SWATOW. <i>J. C. A. Wingate.</i> Quarter ended March 31, 1867—Continued.	1	Shanghai.....	1	Shanghai.....	1	553 bales cotton, 1,180 pieces mannacake, 53 pkgs. sundries.	\$28,840 00	1	5,260 bags sugar, 11 packages leather.	\$29,850 00
	3	.....	3	.....	3	.....	28,840 00	3	.....	29,850 00
	2	New Chwang....	1	New Chwang....	1	208 baskets oil, 30 baskets sam- shoo, 7,329 piculs beans, 157 pcls. barley, 3,000 bean cakes, 6,207 pcls. beans, 200 baskets oil.	20,000 00	1	50 bags sugar, 3 chests opium, 66 pkgs. sundries.	3,000 00
	1	Hong Kong.....	1	Shanghai.....	1	Ballast.....	26,000 00	1	5,061 pkgs. sugar, 512 pkgs. sundries.	25,000 00
Quarter ended June 30, 1867.*	1	.....	1	Che Foo.....	1	.....	.....	1	1,144 bags sugar, 1,500 pkgs. pepper, 5 bags red rice.	11,590 00
	3	.....	3	.....	3	.....	46,000 00	3	.....	39,590 00
	1	New Chwang....	1	Bangkok.....	1	175 pcls. barley, 566 pcls. melon seeds, 40 baskets samshoo, 13,650 pcls. bean cake, 2,771 pcls. beans and pease.	20,000 00	1	Ballast.....	.....
	1	Che Foo.....	1	In port.....	1	9,000 bean cakes, 1 pkg. medi- cine, 172 pkgs. vermicelli.	10,000 00	1	In port.....	.....
JAPAN. HAKODADI. <i>E. E. Rice.</i> Quarter ended December 31, 1866.†	2	.....	2	.....	2	.....	30,000 00	2	.....	.....
	1	Shanghai.....	1	Shanghai.....	1	Not reported .....	.....	1	Not reported .....	.....

Quarter ended March 31, 1867.†	1 Shanghai.....	1 Shanghai.....	1 Whalers' outfit.....	1 Ballast.....	1 7,000 piculs sea-weed.....	21,000 00
	1 Yesso island.....	1 Japan sea.....	1 Whalers' outfit.....	1 Potatoes.....		
	2	2	2	2	21,000 00	
Quarter ended June 30, 1867.‡	8 Honolulu.....	10 Whaling ground.....	10 Whalers' stores.....	10 Ballast.....		
	1 San Francisco.....					
	1 Hong Kong.....					
	10	10		10		
4th quarter.....	No arrivals.....			No departures.....		
KANAGAWA.						
G. S. Fisher.						
Quarter ended December 31, 1866.¶	1 In port.....	1 Before reported.....	1 General cargo.....	1 Ballast.....		
	1 Shanghai.....	1 Foo Chow.....	1 Cotton, &c.....	1 In port.....		
	1 Hong Kong.....	1	1	1 do.....		
	3	3	3	3		
Quarter ended March 31, 1867.**	2 In port.....	2 Sold.....	2 Before reported.....	2 Ballast.....	1 Sold; (took Portuguese flag). General cargo.....	303,117 12
	5 Hong Kong.....	2 San Francisco.....	2 Ballast.....	2 Rice and sundries.....	1 In distress.....	
					1 General cargo.....	64,666 91
					1 Ballast, &c.....	125 80
					1 In port.....	
					1 General cargo.....	
					1 In port.....	
					1 Ballast.....	
					2 In port.....	
					1 General cargo.....	
	13	13	13 General cargo.....	13		367,909 83
Quarter ended June 30, 1867.††	4 In port.....	4 Before reported.....	4 Before reported.....	4 General cargo.....	1 General cargo.....	9,000 00
					1 Tea.....	15,785 97
					2 Cruise.....	

* Entered and cleared: 3 barks. Aggregate tonnage entered, 1,087.

† Entered and cleared: 1 bark. Tonnage entered, 438.

‡ Entered and cleared: 9 barks. 1 ship—10. Aggregate tonnage entered, 3,295.73.

¶ Entered: 1 ship, 1 brig—2, and 1 in port. Cleared: 1 bark, 1 schooner—11, 1 sold and 1 in port. Aggregate tonnage entered, 1,246.52.

** Entered: 4 steamers, 2 ships, 4 barks, 1 schooner—11, 1 sold and 1 in port. Cleared: 4 steamers, 2 ships, 1 bark, 1 schooner, 1 class not given—9, 3 in port and 1 in distress. Aggregate tonnage entered, 14,461.

†† Entered: 4 steamers, 4 ships, 10 barks, 3 brigs—21, and 4 in port. Cleared: 3 steamers, 4 ships, 11 barks, 1 brig—19, and 6 in port. Aggregate tonnage entered, 18,932.69.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.			
	ENTERED.		Where for.	INWARD.		Value.	Description.	Value.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.					
JAPAN. KANAGAWA. <i>G. S. Fisher.</i> Quarter ended June 30, 1867—Continued.	8	Hong Kong.....	Che Foo..... New York..... San Francisco...	1 1 2	1 1 1	General cargo..... Sugar and rice..... do.....	\$43,849 00 109,519 00	1 1 1	Ballast..... Tea..... Ballast and tea..... General cargo..... Tea.....	\$117,202 50 3,238 51 98,852 69 23,000 00
	7	Cruise.....	China.....	1	1	General cargo.....	16,250 00	1	In port.....	
	4	San Francisco...	In port..... Cruise..... San Francisco.....	3 7 2	3 3 2	Sugar, rice, and sundries..... Whalers..... General cargo and treasure.....	213,000 00 69,334 00	7 2	Whalers..... In port..... General cargo.....	
	1	Nagasaki.....	Hong Kong.....	1	1	do.....		1	Tea.....	
	1	Cardiff.....	China.....	1	1	Barley.....	5,000 00	1	Tea.....	8,066 60
	1		Ochotsk.....	1	1	Ballast.....		1	Ballast.....	
	1		In port.....	1	1	Coal.....	15,000 00	1	In port.....	
	25			25	25		471,952 00	25		272,146 27
	6	In port.....	In port..... Nagasaki..... Hong Kong.....	2 1 2	2 1 6	Before reported.....		2 1 2	In port..... Ballast..... do.....	
	3	Hong Kong.....	San Francisco..... Che Foo..... New York.....	1 1 1	1 1 1	Rice and flour..... Rice and sugar..... General cargo.....	25,500 00 24,000 00	1 1 1	General cargo..... Ballast..... Tea.....	106,235 89
Quarter ended Sept. 30, 1867.*	1	Che Foo.....	San Francisco.....	1	1	Pease.....	14,000 00	1	General cargo.....	
	3	San Francisco...	Che Foo..... Hong Kong..... Behring's straits.....	2 1 1	2 1 1	General cargo..... Coal.....	46,000 00	2 1	General cargo..... Telegraph expedition.....	
	2	New York.....	Honolulu.....	1	1	General cargo.....		1	General cargo.....	
	2	Nagasaki.....	Nagasaki.....	1	1	In port.....		1	In port.....	
	2			2	2			2		

NAGASAKI.

W. P. Mangum.

Quarter ended December
31, 1866.†

1	Manila.....	1	Nagasaki.....	1	General cargo.....	1	General cargo.....	20,800 00
18	.....	1	do.....	1	Sugar and sundries.....	1	do.....	137,035 89
18	.....	18	.....	18	.....	18	.....	.....
7	Shanghai.....	2	Shanghai.....	2	General cargo, powder, &c.....	2	1 ballast, 1 planks and lumber.....	.....
.....	.....	2	Sold.....	1	Ballast.....	.....	.....	.....
.....	.....	1	Hong Kong.....	1	237 pkgs. Chinese tea.....	2	Sold; took Japanese flag.....	.....
.....	.....	1	Yokodadi.....	1	General cargo.....	1	Japanese cargo.....	.....
.....	.....	1	In port.....	1	Cotton and sundries.....	1	Ballast.....	.....
7	.....	7	.....	7	Cotton, rice, and sugar.....	1	In port.....	.....
7	.....	7	.....	7	.....	7	.....	.....

D. L. Moore.

Quarter ended March 31,
1867.‡

2	In port.....	1	Shanghai.....	2	Before reported.....	1	General cargo.....	.....
1	Hong Kong.....	1	In port.....	1	General Chinese cargo.....	1	In port.....	.....
3	.....	3	do.....	1	.....	1	do.....	.....
3	.....	3	.....	3	.....	3	.....	.....

Quarter ended June 30,
1867.§

2	In port.....	1	In port.....	2	Before reported.....	1	In port.....	.....
7	Shanghai.....	1	Shanghai.....	1	General cargo.....	1	Coal and tea.....	.....
.....	.....	1	Che Foo.....	1	General cargo.....	1	Tea and sundries.....	.....
.....	.....	1	Yokohama.....	1	Ballast.....	1	Ballast.....	.....
.....	.....	1	Illoilo.....	1	Sundries.....	1	Rice.....	.....
2	Purchased.....	4	In port.....	3	Ballast.....	4	In port.....	.....
1	Kanagawa.....	1	Shanghai.....	1	Sundries.....	1	Coal.....	.....
2	Hong Kong.....	1	Okhotsk sea.....	2	.....	1	638 piculs salt.....	.....
1	.....	1	Sold.....	1	Ballast.....	1	Sold; took Japanese flag.....	.....
1	.....	1	Hong Kong.....	1	Rice and sundries.....	1	General cargo.....	.....
1	.....	1	Kanagawa.....	1	General cargo.....	1	do.....	.....
1	Kurume.....	1	In port.....	1	15,000 piculs rice.....	1	In port.....	.....
15	.....	15	.....	15	.....	15	.....	.....

* Entered: 3 barks, 2 ships, 6 steamers, 1 brig—12, and 6 in port. Cleared: 4 barks, 3 brigs, 3 ships, 5 steamers—15, and 3 in port. Aggregate tonnage entered, 19,850.44.

† Entered: 2 steamers, 1 bark, 3 brigs, 1 schooner—7. Cleared: 1 steamer, 1 brig, 1 schooner—4, 2 sold, and 1 in port. Aggregate tonnage entered, 2,514 71-95.

‡ Entered: 1 brig, and 2 in port. Cleared: 1 brig, and 2 in port. Tonnage entered, 332 86-45.

§ Entered: 4 steamers, 2 ships, 3 barks, 2 brigs, 2 schooners—13, and 2 in port. Cleared: 1 steamer, 1 ship, 2 barks, 3 brigs, 1 schooner—5, 1 sold, and 6 in port. Aggregate tonnage entered, 4,702.

Quarter ended June 30, 1867.†	4	In port.....	3	Europe..... Boston..... do.....	4	Before reported..... Ballast.....	4	Rice..... Cutch.....	Rupiaes. 74, 129 16 9, 576 10 83, 705 36
4th quarter.....	1	Madras.....	1	.....	1	.....	1	.....	.....
	5	.....	5	.....	5	.....	5	.....	.....
		No report.....		.....		.....		.....	.....
HAWAIIAN ISLANDS.									
HILO.									
J. Worth.									
Quarter ended December 31, 1866.‡	10 5	Arctic ocean..... Okhotsk sea.....	15 15	Honolulu and cruise.....	15	7,300 bbls. whale oil, 373 bbls. sperm oil, 107,000 lbs. bone.	15	Whale and sperm oil, bone.....	\$351,255 00 351,255 00
Quarter ended March 31, 1867.¶	9 3 1 1 2 1	Coast California..... New Bedford..... Galapagos island..... Marshall island..... Marquesas island..... Honolulu.....	7 10 10 17	Cruise..... In port.....	17	750 bbls. sperm, 1,525 bbls. whale oil, and mission stores.	7 10	Sperm and whale oil..... In port.....	1,490 00
Quarter ended June 30, 1867.¶	10 4 1 1 1	In port..... Coast California..... New Bedford..... Marquesas..... Galapagos.....	10 4 1 1 1	Cruise..... do..... Marquesa..... Honolulu..... Cruise.....	10 7	Before reported..... Sperm and whale oil.....	17	Sperm and whale oil.....	30,810 70
Quarter ended September 30, 1867.**	17 1	..... Seeket.....	17 1	..... Honolulu.....	17 1	..... 340,000 ft. lumber.....	17 1	..... Lumber.....	30,810 70 795 00

* Entered: 4 steamers, 3 barks, 2 brigs, 2 schooners, 1 lorchu—12, and 6 in port. Cleared: 5 steamers, 1 ship, 2 barks, 1 schooner—9, 1 sold, and 8 in port. Aggregate tonnage entered, 7,751 59.

† Entered: 5, class not given. Cleared: 1, class not given, and 4 in port. Aggregate tonnage entered, 4,312.

‡ Entered: 1, class not given, and 4 in port. Cleared: 3, class not given. Tonnage entered, 685.

§ Entered and cleared: 5 ships, 10 barks—13. Aggregate tonnage entered, 4,875.

¶ Entered: 6 ships, 10 barks, 1 brig—17. Cleared: 3 ships, 4 barks—7, and 10 in port. Aggregate tonnage entered, 5,620.

** Entered: 5 barks, 1 ship, 1 brig—7, and 10 in port. Cleared: 11 barks, 4 ships, 2 brigs—17. Aggregate tonnage entered, 5,352.

** Entered and cleared: 1 bark. Tonnage entered, 795.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.		CARGOES.			
	No. of Vessels.	ENTERED. Where from.	CLEARED.		INWARD. Description.	OUTWARD. Description.
			No. of Vessels.	Where for.		
HAWAIIAN ISLANDS. LAHANA. <i>E. Perkins.</i> Quarter ended December 31, 1866.*	3	Arctic ocean.....	3	Honolulu.....	3	Same as inward cargo
	1	Okhotsk sea.....	1	.....do	1	do
	4	.....	4	.....	4	.....
	2	Coast California .	1	Kodiak	1	90 bbls. whale oil.....
Quarter ended March 31, 1867.†	2	.....	2	Arctic ocean.....	1	330 bbls. whale oil.....
	1	In port.....	1	Arctic ocean.....	1	.....
	1	Edgartown	1	Okhotsk sea	1	330 bbls. whale oil.....
	2	Coast California.	2	Arctic ocean.....	2	.....
Quarter ended June 30, 1867.‡	1	San Francisco...	1	.....do	1	Ballast.....
	5	.....	5	.....	5	.....
	1	Port Townsend..	1	Honolulu.....	1	330 bbls. whale oil
	1	.....	1	.....	1	Same as inward cargo
Quarter ended September 30, 1867.§	1	.....	1	.....	1	do
	1	.....	1	.....	1	Ballast.....
	1	.....	1	.....	1	.....
	1	.....	1	.....	1	.....
HONOLULU. <i>A. Caldwell.</i> Quarter ended December 31, 1866.||	1	Port Townsend..	1	Honolulu.....	1	Spars
	1	.....	1	.....	1	.....
	1	.....	1	.....	1	.....
	1	.....	1	.....	1	.....
Quarter ended December 31, 1866.||	5	In port.....	3	San Francisco.....	3	Hawaiian produce
	1	.....	1	Coast California ..	1	Whaling craft.....
	1	.....	1	Sold	1	Sold
	1	.....	1	.....	1	.....

52	Arctic ocean	21	Cruise south	21	Sperm and whale oil, bone, &c.	314,796 50	21	Whaling craft	21	Whaling craft	3,632 50
1	Tahiti	21	Coast California	21	do	286,277 65	21	Sperm and whale oil	21	Sperm and whale oil	360,684 50
14	Okhotsk sea	10	San Francisco	10	do	261,029 00	10	Inward cargo, whitebone	10	Inward cargo, whitebone	20,504 97
		9	Cruise south	9	Cargo for San Francisco	77,467 50	9	Whale oil and whaling gear	9	Whale oil and whaling gear	4,635 00
		2	Coast California	2	Sperm and whale oil and bone	37,800 00	2	Whaling gear	2	Whaling gear	85,902 00
1	Hilo	3	Cruise and home	3	Whale oil and bone	39,251 50	3	Sperm and whale oil and bone	3	Sperm and whale oil and bone	34,712 50
7	San Francisco	4	do	4	Whale oil, bone, and gear	34,712 50	4	Whale oil, bone, and gear	4	Whale oil, bone, and gear	112,610 22
		1	San Francisco	1	Generalmdse from United States	190,409 53	1	Hawaiian produce	1	Hawaiian produce	112,610 22
		1	Hong Kong	1	Cargo for China	3,000 00	2	Inward cargo	2	Inward cargo	1
		1	In port	1	Lumber from United States	684 02	1	Ballast	1	Ballast	1
1	Howland's Island	1	Howland's Isl'nd	1	Lumber from United States	106,553 08	1	In port	1	In port	151,839 12
1	Astoria	1	In port	1	Gen'l mdse from United States	1,372,051 28	1	Sperm and whale oil, bone, &c	1	Sperm and whale oil, bone, &c	833,527 67
1	Boston	1	New Bedford	1	Cargo for Shanghai		1	Inward cargo	1	Inward cargo	
1	Port Angeles	1	Shanghai	84			84				
3	In port	1	San Francisco	3	Before reported		1	Hawaiian produce	1	Hawaiian produce	21,758 42
8	San Francisco	1	Port Townsend	1	Ballast		1	Ballast	1	Ballast	28,064 03
		1	Portland, Oregon	1	General merchandise	102,380 36	1	Whaling produce	1	Whaling produce	119,301 26
		4	San Francisco	4	Ballast and stores	21,798 78	4	Hawaiian produce	4	Hawaiian produce	23,190 27
1	Port Angeles	1	In port	1	General merchandise	3,400 00	1	In port	1	In port	
2	Howland's Isl'nd	1	San Francisco	1	Lumber		1	Hawaiian produce	1	Hawaiian produce	
7	Coast California	1	Howland's Isl'nd	1	Ballast and stores	6,160 00	1	Ballast and stores	1	Ballast and stores	
		1	In port	1	Sperm oil	2,898 00	1	Whaling craft	1	Whaling craft	
		3	Arcic	3	Whale oil		3	do	3	do	
		1	Okhotsk	1	Whaling craft	2,564 50	1	In port	1	In port	
1	Pt. Townsend	2	In port	2	Sperm oil	2,875 94	2	Ballast	2	Ballast	
2	Boston	1	Port Townsend	1	Lumber	800 00	1	do	1	do	
		1	Marquesas	1	General merchandise	107,286 34	1	In port	1	In port	
2	New Bedford	2	In port	2	do	8,559 00	2	do	2	do	
2	New York	2	do	2	Sperm oil	14,593 78	2	do	2	do	
2	Hilo	1	do	1	2,046 tons coal		1	Whaling craft	1	Whaling craft	
7	Cruise south	1	Arcic	1	Whaling craft	2,761 00	4	do	4	do	
		4	do	4	Sperm and whale oil	24,378 80	3	In port	3	In port	
36		3	In port	3	do	300,756 50	36		36		192,313 98

M. L. Smith

Quarter ended March 31,
1867.]

* Entered and cleared: 2 ships, 2 barks—4. Aggregate tonnage entered, 1,345.

† Entered: 2 barks. Cleared: 1 bark, and 1 in port. Aggregate tonnage entered, 809.

‡ Entered: 3 barks, 1 ship—4, and 1 in port. Cleared: 4 barks, 1 ship—5. Aggregate tonnage entered, 1,326.

§ Entered and cleared: 1 bark. Tonnage entered, 520.

|| Entered: 31 ships, 46 barks, 1 brig, 1 schooner—79; in port, 5. Cleared: 31 ships, 48 barks, 1 brig, 1 schooner—81; sold, 1; in port, 2. Aggregate tonnage entered, 98,773.

¶ Entered: 9 ships, 20 barks, 1 brig, 3 schooners—33; in port, 3. Cleared: 4 ships, 6 barks, 2 brigs, 2 schooners—24; in port, 12. Aggregate tonnage entered, 11,580.

Navigation and commerce of the United States with foreign countries---Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	ENTERED.		CLEARED.	INWARD.		OUTWARD.	
	No. of Vessels.	Where from.	No. of Vessels Where for.	No. of Vessels Description.	Value.	Description.	Value.
HAWAIIAN ISLANDS, HONOLULU, M. L. Smith. Quarter ended June 30, 1867.*	12	In port.....	1 San Francisco... 1 New Bedford...				
			1 Okhotsk..... 1 Valparaiso..... 1 Callao..... 2 Kodiak..... 4 Arctic..... 1 Howland's Isl'nd..... 9 Arctic.....				
	10	Cruise south.....					
	1 20	Australia..... Coast California.....	1 Okhotsk..... 1 San Francisco... 19 Arctic.....				
	10	San Francisco...	1 Okhotsk..... 2 San Francisco... 1 Okhotsk..... 1 Hong Kong..... 2 Baker's Island... 1 Port Townsend... 2 Japan..... 1 In port..... 8 Arctic..... 1 Okhotsk.....				
			1 San Francisco... 1 Astoria..... 1 Howland's Isl'nd... 2 Tahiti..... 1 Humboldt..... 2 Port Townsend... 1 California..... 1 San Francisco...				

Quarter ended September 30, 1867.†	1	Marquesas.	1	In port.	1	Missionary stores.	1	71	368, 738 36	71	In port.	1	240, 457 18
	71												
	2	In port.	1	Micronesia.	2	Before reported.	2				Missionary stores.	1	
	7	San Francisco.	1	San Francisco.	2	Cargo for China.	2				Hawaiian produce.	2	30, 653 20
			4	Hong Kong.	1	General merchandise.	1				Cargo for China.	4	135, 848 42
	1	Panama.	1	In port.	1	20,948 sacks wheat.	1				In port.	1	
	1	Puget Sound.	1	Howland's Isl'nd.	1	Ballast.	1				do.	1	
	2	Port Townsend.	1	Port Townsend.	1	Lumber.	1				Ballast.	1	
			1	San Francisco.	1	do.	1				Hawaiian produce.	1	29, 921 69
	1	Howland's Isl'nd.	1	Port Townsend.	1	do.	1				do.	1	
	1	Astoria.	1	Howland's Isl'nd.	1	Ballast.	1				do.	1	
	2	Arctic.	1	Astoria.	1	Lumber, flour, and salmon.	1				Hawaiian produce.	1	15, 354 59
			2	In port.	2	8,819 gals. sperm, and 77,175 gals. whale oil, 40,000 lbs. bone.	2				In port.	2	
	1	Boston.	1	do.	1	General merchandise.	1				do.	1	
	1	Kodiac.	1	do.	1	3,150 gals. sperm, and 18,900 gals. whale oil, 5,000 lbs. bone.	1				do.	1	
	19		19										211, 777 90
NAVIGATOR'S ISL'ND.													
APIA.													
J. M. Coe.													
Quarter ended December 31, 1866.†	2	Baker's Island.	1	Liverpool.	1	1,400 tons guano.	1				Inward cargo.	1	32, 050 00
	1	Cruise.	1	Falmouth.	1	1,700 tons guano.	1				do.	1	51, 000 00
	1	McKean's Isl'nd.	1	Cruise.	1	1,400 bbls. sperm oil.	1				do.	1	12, 600 00
	4		4	New London.	1	1,450 tons guano.	1				do.	1	40, 000 00
2d, 3d, and 4th quarters.													135, 650 00
DOMINICAN REPUB'.													
		No reports.											
ST. DOMINGO CITY.													
J. S. Smith.													
Quarter ended December 31, 1866.‡	1	St. Thomas.	1	Philadelphia.	1	Ballast.	1				225 tons mahogany and lig-namvite.	1	5, 522 63
	1	Bangor.	1	Turk's Island.	1	2,000,000 feet lumber.	1				Ballast.	1	
	2		2		2								5, 522 63

* Entered: 17 ships, 34 barks, 5 brigs, 3 schooners—59; in port, 12. Cleared: 22 ships, 39 barks, 4 brigs, 4 schooners—69; in port, 2. Aggregate tonnage entered, 21,408.

† Entered: 5 ships, 10 barks, 2 brigs—17; in port, 2. Cleared: 2 ships, 8 barks, 2 brigs, 1 schooner, 1 steamer—14; in port, 5. Aggregate tonnage entered, 9,553.

‡ Entered and cleared: 4 ships. Aggregate tonnage entered, 3,545.

§ Entered and cleared: 1 brig, 1 schooner—2. Aggregate tonnage entered, 496.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			VESSELS.			CARGOES.			VESSELS.		
	ENTERED.		Where from.	CLEARED.		Where for.	INWARD.		Value.	OUTWARD.		Value.	INWARD.		Value.
	No. of Vessels.	No. of Vessels.		No. of Vessels.	No. of Vessels.		No. of Vessels.	No. of Vessels.		No. of Vessels.	No. of Vessels.		No. of Vessels.	No. of Vessels.	
DOMINICAN REPUBLIC. ST. DOMINGO CITY. <i>J. S. Smith.</i> Quarter ended March 31, 1867.*	1	1	Alto Vela	1	1	New York	1	1	Ballast	1	1	90 tons guano	1	1	\$2,500 00
	1	1	New York	1	1	Alto Vela	1	1	do	1	1	Ballast	1	1	2,500 00
	2	2	.....	2	2	.....	2	2	.....	2	2	.....	2	2	.....
Quarter ended June 30, 1867.†	1	1	Canaries	1	1	New York	1	1	70 camels	1	1	250 tons satinwood, lignum- vite, logwood, fustic, 55 bbls. sugar.	1	1	4,604 00
	1	1	Barbadoes	1	1	Philadelphia	1	1	Ballast	1	1	do	1	1	.....
	1	1	New York	1	1	Alto Vela and Hampton Roads, Alto Vela and Baltimore.	1	1	do	1	1	do	1	1	.....
Quarter ended Septem- ber 30, 1867.‡	4	4	.....	4	4	.....	4	4	.....	4	4	.....	4	4	4,604 00
	1	1	Charleston	1	1	New York	1	1	Ballast	1	1	Ballast	1	1	.....
	1	1	New York	1	1	do	1	1	do	1	1	50 tons logwood, mahogany, lignumvite, and sugar.	1	1	3,427 00
HAYTI. CAPE HAYTIEN. <i>A. Folsom.</i> Quarter ended December 31, 1866.§	2	2	.....	2	2	.....	2	2	.....	2	2	.....	2	2	3,427 00
	2	2	Boston	2	2	Boston	2	2	Provisions	2	2	126 tons logwood	2	2	23,490 00
	2	2	Philadelphia	2	2	Miragoane	2	2	1,067 tons coal	2	2	Ballast	2	2	23,490 00
	4	4	.....	4	4	.....	4	4	.....	4	4	.....	4	4	.....
	4	4	.....	4	4	.....	4	4	.....	4	4	.....	4	4	.....
	4	4	.....	4	4	.....	4	4	.....	4	4	.....	4	4	.....

Quarter ended March 31, 1867.¶	1	Savannah	1	Mexico	1	Lumber	9,000 00	1	Ballast	107,888 00
	2	Boston	2	Boston	2	Provisions		2	223 tons produce	
	3		3		3		9,000 00	3		107,888 00
Quarter ended June 30, 1867.¶	3	Boston	2	Boston	3	Sundries	25,594 00	2	Sundries	14,574 00
	1	In port	1	In port	1			1	In port	
	3		3		3		25,594 00	3		14,574 00
Quarter ended September 30, 1867.**	2	Boston	2	Boston	2	Provisions and sundries	12,775 93	2	161 tons logwood 160 bags coffee	1,526 00 3,632 00
	2		2		2		12,775 93	2		5,158 00
Quarter ended December 31, 1866.††	1	Georgetown	1	Boston	1	Lumber	3,248 00	1	Condemned and sold	46,832 09
	1	Boston	1	do	1	Provisions	9,850 00	1	Coffee and logwood	
	2		2		2		13,098 00	2		46,832 09
Quarter ended March 31, 1867.††	2	New York	2	New York	2	Provisions	20,080 18	2	139 tons coffee and sugar	234,984 20
	1	Port au Prince	1	Philadelphia	1	Ballast		1	202 tons sugar	44,534 50
	3		3		3		20,080 18	3		279,518 70
Quarter ended June 30, 1867.		No report								
	1	New York	1	New York	1	Provisions	8,810 00	1	1 Logwood and cotton	3,640 00
Quarter ended September 30, 1867.‡‡	2	In port	2	Miragoane	2	Before reported	35,608 32	2	Ballast	220,965 37
	6	New York	1	do	1	Provisions		1	787 bags coffee, 41,150 lbs. logwood	

* Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 174.

† Entered and cleared: 1 brig, 1 schooner—2. Aggregate tonnage entered, 298.

‡ Entered: 3 schooners; 1 brig—3. Cleared: 2 schooners, and 1 in port. Aggregate tonnage entered, 418.

§ Entered: 1 schooner, 1 brig—2, and 1 in port. Aggregate tonnage entered, 284.

¶ Entered and cleared: 2 schooners. Aggregate tonnage entered, 284.

‡‡ Entered and cleared: 3 schooners. Tonnage not reported.

‡‡‡ Entered: 1 steamer, 5 barks, 13 brigs, 6 schooners—23, and 2 in port. Cleared: 1 steamer, 4 barks, 15 brigs, 3 schooners—23, and 4 in port. Aggregate tonnage entered, 3,049.29.

† Entered and cleared: 4 brigs. Aggregate tonnage entered, 917.

‡ Entered and cleared: 2 barks, 1 brig, 1 schooner—4. Aggregate tonnage entered, 1,078 16.

§ Entered: 1 brig, 1 schooner—2. Cleared: 1 brig, sold 1. Aggregate tonnage entered, 233.

¶ Entered and cleared: 1 schooner. Tonnage entered, 81.7.

‡‡ Entered: 1 steamer, 4 barks, 15 brigs, 3 schooners—23, and 4 in port. Aggregate tonnage entered, 3,049.29.

PORT AU PRINCE.

H. Conard.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	ENTERED.		Where for.	INWARD.		OUTWARD.	
	No. of Vessels.	Where from.		No. of Vessels.	Description.		Value.
HAYTI. PORT AU PRINCE. <i>H. Co and.</i> Quarter ended December 31, 1866—Continued.	.....	.....	.....	1	Provisions.....	80,000 lbs. logwood.....	6, 874 98
	.....	.....	.....	2	do.....	5,468 bags coffee, 176 bales cotton, 309,600 lbs. logwood, 100 bags cocoa.	1,997, 184 17
	.....	.....	.....	1	do.....	Ballast.....	.....
	.....	.....	.....	1	do.....	In port.....	.....
	10	Boston.....	.....	4	Provisions, lumber, &c.....	Ballast.....	.....
	.....	.....	.....	1	do.....	1,300 bags coffee, 120,150 lbs. logwood.	375, 527 38
	.....	.....	.....	1	do.....	50,000 lbs. logwood, sugar, &c.	20, 074 56
	.....	.....	.....	2	do.....	500 bags coffee, 256,450 lbs. logwood.	187, 794 65
	.....	.....	.....	2	do.....	In port.....	.....
	.....	.....	.....	3	Lumber.....	Ballast.....	.....
Quarter ended March 31, 1867.*	7	Bangor.....	.....	2	do.....	67,400 lbs. logwood.....	6, 152 80
	.....	.....	.....	2	do.....	1,250 bags coffee, 135 bales cotton, 549,700 lbs. logwood.	635, 977 17
	.....	.....	.....	2	do.....	In port.....	.....
	1	Wilmington.....	.....	1	do.....	44 bales cotton.....	81, 130 18
	1	Kingston.....	.....	1	Assorted cargo.....	Haytien currency.....	3, 531, 681 26
	27	.....	.....	27	.....	.....	.....
	.....	.....	.....	2	Before reported.....	Ballast.....	.....
	.....	.....	.....	4	.....	50,000 lbs. logwood.....	5, 426 61
	.....	.....	.....	1	.....	18 bales cotton, 500 bags coffee, 235,500 lbs. logwood.	226, 477 70
	6	New York.....	.....	2	Assorted provisions.....	160,000 lbs. logwood.....	17, 572 19
.....	.....	.....	2	do.....	89 bales cotton, 6,166 bags coffee, 460,400 lbs. logwood.	2, 627, 814 80	
.....	.....	.....	2	do.....	In port.....	.....

Quarter ended June 30, 1867.†	1	Condemned and sold.	1	New York.....	1	.....	1	1,355 bags coffee, 138,100 lbs. logwood.	494,098 30
	4	Boston.....	2	Miragoane.....	2	Assorted provisions and lumber.	2	Ballast.....	.....
	3	Wilmington.....	2	In port.....	2	do.....do.....	2	In port.....	.....
			1	Wilmington.....	3	Lumber.....	3	84 bags coffee, 294,000 lbs. logwood.	63,175 80
			1	Boston.....	1	do.....	1	Ballast.....	.....
	1	Digby.....	1	Miragoane.....	1	do.....	1	550,000 lbs. logwood.	60,587 75
	1	Savannah.....	1	New York.....	1	do.....	1	30,000 lbs. logwood.	3,575 91
	20	.....	20	Gonaïves.....	20	.....	20	Haytien currency.....	3,198,728 66
			
			
Quarter ended September 30, 1867.‡	4	In port.....	1	New York.....	1	Before reported.....	1	10 bales cotton, 2,360 bags coffee, 36,000 lbs. logwood.	956,127 41
	5	New York.....	1	Miragoane.....	2	Assorted provisions.....	2	720,000 lbs. logwood.	107,265 02
			2	Boston.....	1	do.....do.....	1	600 bags coffee.	240,337 31
			3	Miragoane.....	3	Assorted provisions.....	3	1,216 bags coffee, 230,000 lbs. logwood.	471,769 39
	3	Boston.....	2	New York.....	2	do.....do.....	2	401 bales cotton, 2,481 bags coffee, 130,000 lbs. logwood.	1,663,595 25
	1	Portland.....	2	Miragoane.....	2	Assorted provisions and lumber.	2	63,150 lbs. logwood.	7,015 90
	1	Wilmington.....	1	St. Marc.....	1	do.....do.....	1	60,000 lbs. logwood.	5,809 80
	1	Nova Scotia.....	1	New York.....	1	Lumber.....	1	160 bales cotton, 80,000 lbs. logwood.	237,656 79
	1	Georgetown.....	1	do.....	1	do.....do.....	1	80,000 lbs. logwood.	7,712 92
	1	Bangor.....	1	Miragoane.....	1	do.....do.....	1	Ballast.....	4,887 46
Quarter ended September 30, 1867.‡	17	.....	17	do.....	17	do.....	17	Ballast.....	3,722,177 35
				.....				Haytien currency.....	.....
	10	New York.....	3	New York.....	3	Assorted provisions.....	3	1,235 bags coffee, 510 bales cotton, 226,800 lbs. sapan wood.	1,677,994 68
			6	Miragoane.....	6	do.....do.....	6	88 bags coffee, 66 bales cotton, 300,000 lbs. logwood.	518,405 08
	4	Boston.....	1	In port.....	1	do.....do.....	1	In port.....	.....
	3	Bangor.....	1	Boston.....	1	do.....do.....	1	180,000 lbs. logwood.	22,800 79
	1	Calais.....	3	Miragoane.....	3	Provisions, lumber, and ice.....	3	99,600 lbs. logwood, and ballast	12,100 76
	1	Digby.....	1	do.....	1	do.....do.....	1	90,620 lbs. logwood, and ballast	9,673 74
	1	Hamburg.....	1	do.....	1	do.....do.....	1	20,000 lbs. logwood, and ballast	2,232 45
	20	.....	20	In port.....	20	do.....do.....	20	In port.....	.....
Quarter ended September 30, 1867.‡				New York.....	1	Dry goods.....	1	778 bags, coffee, 41 bales cotton, 130,000 lbs. logwood.	360,500 08
				.....				Haytien currency.....	.....
				.....				United States currency.....	2,603,707 58
				.....				.....	\$10,421 83
			
			
			
			
			
			

* Entered : 3 barks, 8 brigs, 4 schooners—15, 1 condemned, and 4 in port. Cleared : 3 barks, 9 brigs, 4 schooners—16, and 4 in port. Aggregate tonnage entered not reported.
† Entered : 1 bark, 10 brigs, 2 schooners—13, and 4 in port. Cleared : 2 barks, 12 brigs, 3 schooners—17. Aggregate tonnage entered not stated.
‡ Entered : 2 barks, 13 brigs, 5 schooners—20. Cleared : 2 barks, 12 brigs, 4 schooners—18 and 2 in port. Aggregate tonnage entered, 2,164.34.

Navigation and commerce of the United States with foreign countries—Continue 1.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	ENTERED. No. of Vessels.	Where from.	CLEARED. Where for. No. of Vessels.	INWARD.		OUTWARD.			
				Description.	Value.	Description.	Value.		
MEXICO. ACAPULCO. <i>G. M. Cole.</i> Quarter ended December 31, 1866.*	2	In port.....	1	In port.....	2	Before reported.....	1	In port.....	
			1	Callao.....	2	23 pkgs. merchandise and freight	1	Not given.....	
	8	Panama.....	8	San Francisco.....	3	Ballast.....			
			5		5	1,693 pkgs. merchandise and treasure, 50 sacks potatoes.....	8	Ballast.....	
	11	San Francisco.....	7	Panama.....	7	General cargo.....	2	12,688 lbs. cochineal.....	\$8,955 46
			2	In port.....	1	Ballast.....			
			1	Pacific ports.....	1	do.....	9	In port, (treasure).....	20,000 00
			1	San Francisco.....	1	do.....	1	Ballast.....	
			1	do.....	1	3 pkgs. freight.....	1	do.....	
			1	Acapulco.....	1	1,811 tons coal.....	1	In port.....	
Quarter ended March 31, 1867.†	23		23		23		3,505 00		28,955 46
	5	In port.....	1	Pacific ports.....	3	General cargo.....			
			2	San Francisco.....				Not stated.....	
			1	Callao.....	1	Silver.....	4		
			1	Acapulco.....	1		20,000 00		
	9	Panama.....	9	San Francisco.....	4	1,637 pkgs. merchandise.....	1	In port.....	
					1	50 pkgs. steel.....	1	22,000 lines.....	76 50
					4	Ballast.....			
					5	869 pkgs. merchandise.....	8	Not stated.....	411 10
	12	San Francisco.....	9	Panama.....	1	Supplies for French fleet.....	1	366 dry hides.....	
			1	Sea-beach, W. I.....	1	General cargo.....			
			2	San Francisco.....	2	Ballast.....	11	Not stated.....	
				do.....	1	Coal.....	1	do.....	
	1	San Blas.....	1	Puget's Sound.....	1	In port.....	1	In port.....	
	1	New York.....	1	Philadelphia.....	1	1,530 tons coal.....	1	broken shaft.....	
	1	San Juan del Sur.....	1	San Francisco.....	1		1		
30		30		30		20,000 00		487 60	

[illegible]

*Entered: 19 steamers, 1 ship, 1 schooner—21, and 2 in port. Cleared: 1 ship, 18 steamers—19, and 4 in port. Aggregate tonnage entered, 53,840.

Entered: 19 steamers, 1 bark, 2 schooners, 2 ships, 1 brig—25, and 5 in port. Cleared: 4 schooners, 20 steamers, 2 ships, 1 bark, 1 brig—28, and 2 in port. Aggregate tonnage entered, 58,451.

Entered: 18 steamers, 3 ships, 2 schooners—23, and 2 in port. Cleared: 18 steamers, 4 ships, 2 schooners—24, and 1 in port. Aggregate tonnage entered, 58,405.

§ Entered: 19 steamers, 1 schooner—20, and 1 in port. Cleared: 19 steamers, and 2 in port. Aggregate tonnage entered, 58,434.

|| Entered and cleared : 2 steamers, 1 brig, 2 schooners—5. Aggregate tonnage entered, 3,486.

GUYAMAS.

E. Conner.

Quarter ended December
31, 1866.]]

* Entered : 19 steamers, 1 ship, 1 schooner—21, and 2 in port. Cleared : 1 ship, 18 steamers—19, and 4 in port. Aggregate tonnage entered, 53,840.

Entered: 19 steamers, 1 bark, 2 schooners, 2 ships, 1 brig—25, and 5 in port. Cleared: 4 schooners, 20 steamers, 2 ships, 1 bark, 1 brig—28, and 2 in port. Aggregate tonnage entered, 58,451.

Entered: 18 steamers, 3 ships, 2 schooners—23, and 2 in port. Cleared: 18 steamers, 4 ships, 2 schooners—24, and 1 in port. Aggregate tonnage entered, 58,405.

§ Entered: 19 steamers, 1 schooner—20, and 1 in port. Cleared: 19 steamers, and 2 in port. Aggregate tonnage entered, 58,434.

Aggregate tonnage entered, 3,486.
Entered and cleared: 2 steamers, 1 brig, 2 schooners—5.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		Where for.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.	
MEXICO.										
GUAYMAS.										
<i>E. Conner.</i>										
Quarter ended March 31, 1867.*	2	In port.	2	Cruising.	2	Before reported.		2	Ballast.	
	2	San Francisco	2	San Francisco	2	325 tons assorted merchandise	\$55,000 00	2	Treasure	\$135,000 00
	4		4		4			4		135,000 00
3d and 4th quarters		No reports								
LA PAZ.										
<i>F. B. Elmer.</i>										
Quarter ended December 31, 1866.		No reports								
Quarter ended March 31, 1867.†	1	San Francisco & gulf ports.	1	San Francisco	1	General merchandise	12,000 00	1	Hides, fruit, salt, silver ore	3,200 00
	1	San Francisco	1	do	1	do	7,890 00	1	Bullion	15,000 00
									do	14,700 00
									Cheese, &c	4,000 00
	2		2		2		19,890 00	2		36,900 00
Quarter ended June 30, 1867.‡	3	San Francisco & gulf ports.	3	San Francisco	3	General merchandise	22,050 00	3	Hides, fruit, silver ore, and bullion.	37,800 00
	3		3		3		22,050 00	3		37,800 00

Quarter ended September 30, 1867. §	1	San Francisco & gulf ports.	1	San Francisco ...	1	General merchandise, flour, candles, sugar, 87 tons coal for United States steamers.	11,600 00	1	Hides, gypsum, fruit, dried beef, silver ore, and bullion.	13,800 00
	1	.....	1	.....	1	.....	11,600 00	1	.....	13,800 00
	2	Brownsville	2	Brownsville	2	Ballast .....	.....	2	Dry goods, 12,600 lbs. goat skins, and assorted merchandise.	156,696 00
	2	.....	2	.....	2	.....	.....	2	.....	156,696 00
2d quarter.....	.....	No arrivals .....	.....	.....	.....	.....	.....	.....	No departures .....	.....
Quarter ended June 30, 1867. ¶	1	New Orleans	1	Wrecked	1	General merchandise .....	.....	1	Wrecked .....	.....
	3	Brownsville	2	Brownsville	2	Ballast .....	.....	2	.....	.....
	4	.....	1	Brazos	1	do .....	.....	1	.....	.....
	4	.....	4	.....	4	.....	.....	4	.....	.....
Quarter ended September 30, 1867. **	1	New Orleans	1	Nassau	1	5,000 feet lumber.	.....	1	Ballast .....	.....
	1	Brownsville	1	Brownsville	1	Ballast .....	.....	1	Goat skins, wool, hides, copper, &c.	3,386 34
	2	.....	2	.....	2	.....	.....	2	.....	3,386 34
	4	San Francisco	1	San Francisco	1	.....	.....	1	Seized by Mexican imperial authorities.	.....
	2	Guaymas	2	Guaymas	2	250 tons general merchandise	35,000 00	2	Ballast .....	.....
	2	La Paz	1	San Francisco	2	125 tons wines and liquors	12,000 00	2	do .....	.....
	7	.....	1	In port	2	General merchandise .....	.....	2	do .....	.....
	7	.....	7	.....	7	Ballast	47,000 00	7	In port .....	.....

* Entered: 2 steamers, and 2 in port. Cleared: 4 steamers. Aggregate tonnage entered, 3,020.

† Entered and cleared: 3 steamers. Aggregate tonnage entered, 4,184 61.

‡ Entered and cleared: 2 steamers. Aggregate tonnage entered, 605 64.

§ Entered and cleared: 1 steamer, 1 schooner—2. Aggregate tonnage entered, 410 15.

¶ Entered: 1 bark, 4 steamers, 1 schooner, 1 sloop—7. Cleared: 1 bark, 4 steamers, 1 schooner—6, and 1 in port. Aggregate tonnage entered, 3,347 32.

‡ Entered and cleared: 2 steamers. Aggregate tonnage entered, 3,252 50.

§ Entered and cleared: 1 steamer. Tonnage entered, 1,394 87.

¶ Entered and cleared: 1 schooner, 3 steamers—4. Aggregate tonnage entered, 940.

‡ Entered and cleared: 1 schooner, 3 steamers—4. Aggregate tonnage entered, 940.

MATAMORAS.

M. B. Marshall.

Quarter ended December 31, 1866. ¶

2d quarter.....

Quarter ended June 30, 1867. ¶

Quarter ended September 30, 1867. **

MAZATLAN.

R. R. Cannon.

Quarter ended December 31, 1866. ‡

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of Vessels.	ENTERED.		No. of Vessels.	CLEARED.		No. of Vessels.	Description.	Value.
		Where from.	Where for.						
MEXICO. MAZATLAN. <i>E. R. Cannon.</i> Quarter ended March 31, 1867.*	6	San Francisco	Guaymas	3	Guaymas	General merchandise. Ballast.	2	General merchandise. Ballast.	
			San Francisco	2	San Francisco	General merchandise.	1	General merchandise.	
			Punta Arenas	1	Punta Arenas	Arms and general merchandise.	1	do.	
	2	Guaymas	San Francisco	2	San Francisco	General merchandise.	2	do.	
Quarter ended June 30, 1867.†	8			8			8		
	3	Guaymas	San Francisco	3	San Francisco	200 tons general merchandise.	1	Specie and gen'l merchandise	\$101,831 00
							1	do.	130,800 00
	3	San Francisco	Guaymas	2	Guaymas	Ballast.	1	Ballast.	
Quarter ended September 30, 1867.‡									
	1	Allata	San Francisco	1	San Francisco	200 tons general merchandise.	1	do.	
			New York	1	New York	190 tons general merchandise.	1	Specie and gen'l merchandise	50,000 00
	7			7		Ballast.	1	23,753 quintals Brazil wood	35,635 50
Quarter ended September 30, 1867.‡									
	4	San Francisco	Guaymas	2	Guaymas	General merchandise.	2	Ballast.	
			Allata	1	Allata	General merchandise.	1	do.	
	1	Guaymas	Empire City	1	Empire City	General merchandise.	1	Hides and specie.	120,000 00
Quarter ended September 30, 1867.‡									
	5			5		Ballast.	5	Ballast.	120,000 00

MINATITLÁN,

R. C. M. Hout.

Quarter ended December
31, 1866.

Quarter ended March 31,
1867. §

66 F C

Quarter ended June 30,
1867. ||

4th quarter.

TAMPICO.

F. Chase.

Quarter ended December
31, 1866. ¶

Quarter ended March 31,
1867. **

Quarter ended June 30,
1867.††

* Entered and cleared: 5 steamers, 2 schooners, 1 bark—8. Aggregate tonnage entered, 5,163.35.

†Entered and cleared: 5 steamers, 1 brig, 1 ship—7. Aggregate tonnage entered 5,607.11.

† Entered and cleared: 3 steamers, 1 ship, 1 schooner—5. Aggregate tonnage entered, 5,348.18.

Entered: 3 schooners, 1 brig—4. Cleared: 2 schooners, 1 brig—3, and 1 in port. Aggregate tonnage

Entered; 2 schooners, and 1 in port. Cleared; 3 schooners. Aggregate tonnage entered, 372.11.

** Entered : 1 steamer, 3 schooners. Aggregate tonnage entered, 196.
Entered and cleared : 3 schooners. 5 Cleared. 6 schooner, 1 steamer, 2 and 3 in port. A cargo

Entered: 4 schooners, 1 steamer—3. Cleared: 2 schooners, 1 steamer—3, and 2 in port. Aggreg

MINATILAN.									
<i>R. C. M. Hoyt.</i>									
Quarter ended December 31, 1866.	No report								
Quarter ended March 31, 1867. §	2 Vera Cruz.	2	New York	1	Ballast	3, 158 65	2	450 tons mahogany	7, 257 81
	1 New York	1	do	1	125 tons dry goods	8, 006 78	1	155 tons mahogany	2, 480 00
	1 New Orleans	1	In port.	1	160 tons assorted merchandise	7, 695 00	1	In port.	
	4	4		4	64 tons assorted merchandise	18, 860 43	4		9, 737 81
Quarter ended June 30, 1867. ||	1 In port.	1	New Orleans	1	Before reported.		3	483 tons mahogany, &c.	8, 253 68
	2 Vera Cruz.	2	New York	2	Ballast				
	3	3		3					8, 258 68
4th quarter	No report								
TAMPICO.									
<i>F. Chase.</i>									
Quarter ended December 31, 1866. ¶	1 Brazos Santiago	1	Brazos Santiago	1	Arms	25, 000 00	1	Specie	20, 000 00
	2 New York	2	New York	2	Assorted cargo	25, 000 00	1	Hides, &c	13, 384 65
	3	3		3		54, 000 00	3	Ballast	33, 384 65
Quarter ended March 31, 1867. **	1 New Orleans	1	New Orleans	1	Assorted cargo	4, 000 00	1	In port	869 00
	1 Pensacola	1	Pensacola	1	do	2, 000 00	1	Fustic, &c	
	1 New York	1	In port.	1	do	2, 000 00	1	In port.	
	1 Mobile	1	Tabasco	1	100,000 feet lumber	2, 000 00	1	do	
	4	4		4		8, 000 00	4		869 00
Quarter ended June 30, 1867. ††	3 New York	2	New York	2	Arms	400, 000 00	2	1 ballast, 1 hides, &c.	21, 059 00
		1	In port.	1	Assorted cargo	15, 500 00	1	In port.	

* Entered and cleared: 5 steamers, 2 schooners, 1 bark—8. Aggregate tonnage entered, 5,163.35.
 † Entered and cleared: 3 steamers, 1 brig, 1 ship—7. Aggregate tonnage entered, 3,607.11.
 ‡ Entered and cleared: 3 steamers, 1 ship, 1 schooner—5. Aggregate tonnage entered, 5,348.48.
 § Entered: 2 schooners, 1 brig—3, and 1 in port. Aggregate tonnage entered, 868.47.
 || Entered: 3 schooners, and 1 in port. Cleared: 2 schooners, 3 schooners. Aggregate tonnage entered, 372.11.
 ¶ Entered and cleared: 3 schooners. Aggregate tonnage entered, 136. ** Entered: 1 steamer, 3 schooners—4. Cleared: 1 schooner, and 3 in port. Aggregate tonnage entered, 525.
 †† Entered: 4 schooners, 1 steamer—5. Cleared: 2 schooners, 1 steamer—3, and 2 in port. Aggregate tonnage entered, 888.

Aggregate tonnage entered, 525.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY. CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			
	ENTERED.		CLEARED.		INWARD.		OUTWARD.
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	No. of Vessels.
MEXICO. TAMPICO. <i>F. Chase.</i> Quarter ended June 30, 1867—Continued.	1	Mobile	1	Mobile	1	Lumber	1
	1	Brazos Santiago ..	1	In port	1	do	1
	5	.....	5	.....	5	.....	5
Quarter ended September 30, 1867. *	1	Brazos Santiago ..	1	Brazos Santiago ..	1	Sheep	1
	2	New York	2	New York	2	Ballast	2
	1	Mobile	1	Mobile	1	Lumber	1
VERA CRUZ. <i>M. D. L. Lane.</i> Quarter ended December 31, 1866. †	1	Pensacola	1	Pensacola	1	do	1
	5	.....	5	.....	5	.....	5
	8	New York	4	New York	4	Assorted cargo	4
Quarter ended March 31, 1867. ‡	1	Minatitan	1	Minatitan	1	do	1
	3	In port	3	In port	3	Assorted cargo and supplies for the French	3
	5	New Orleans	4	New Orleans	4	Assorted cargo and cotton ..	4
Quarter ended March 31, 1867. ‡	1	Galveston	1	In port	1	Cotton	1
	14	.....	14	Galveston	14	do	14
	6	New York	3	New Orleans	6	Provisions and lumber	6
Quarter ended March 31, 1867. ‡	2	New Orleans	3	New York	3	do	3
	1	.....	1	Wrecked	1	Assorted cargo	1
	1	.....	1	New Orleans	1	Assorted cargo	1
Quarter ended March 31, 1867. ‡	1	.....	1	.....	1	Ballast	1
	1	.....	1	.....	1	Wrecked	1
	1	.....	1	.....	1	Ballast	1

	Jacksonville.....		8	do		2	Lumber		2	do	
	10			10			10			10	
<i>E. H. Sanluiser.</i> Quarter ended June 30, 1867. §	1 5	Pensacola New Orleans	1 1	Sisal Minatitan	1 1	1 1	Lumber Assorted cargo	1 1	1 1	Ballast	
			1	New Orleans	1	1	do	2	2	do	
			1	Tabasco	1	1	do	1	1	do	
			1	Brazos Santiago	1	1	do	1	1	do	
	3	New York	3	New York	3	3	do	3	3	Assorted cargo	
	1	Galveston	1	Texas	1	1	do	1	1	Ballast	
	1	Nantia	1	New Orleans	1	1	Fruit	1	1	do	
	1	Sea	1	Mobile	1	1	Ballast	1	1	do	
	1	Brownsville	1	Brazos Santiago	1	1	do	1	1	do	
	13		13			13			13		
Quarter ended September 30, 1867. ¶	1 3 1 1	Not given New York Nantia Galveston	1 3 1 1	Tabasco New York Shellsboro Galveston	1 3 1 1	1 3 1 1	Lumber Assorted cargoes Ballast Arms	1 3 1 1	1 3 1 1	Ballast Assorted cargo Ballast do	
	6		6			6			6		
HONDURAS.											
ONOA.											
<i>C. R. Folin.</i> 1st and 2d quarters.....		No reports.									
Quarter ended June 30, 1867. ¶¶	1	Boston	1	Boston	1	1	Provisions, lumber, &c	2,000 00	1	Sarsaparilla, hides, deer skins, fustic, turtle shell, India- rubber.	10,046 07
	1	New Orleans	1	New Orleans	1	1	Passengers		1		
	2		2			2		2,000 00	2		10,046 07
Quarter ended September 30, 1867. **	1	Boston	1	Boston	1	1	Provisions, lumber, &c	2,532 26	1	Hides, sarsaparilla, deer skins, hide cuttings, turtle shell, and rubber.	8,824 46

* Entered and cleared: 5 schooners. Aggregate tonnage entered, 380.

† Entered: 10 steamers, 2 schooners, 1 bark, 1 brig—14. Cleared: 7 steamers, 1 schooner, 1 bark, 1 brig—10, and 4 in port. Aggregate tonnage entered, 9,918.75.

‡ Entered and cleared: 6 steamers, 1 bark, 3 schooners—10. Aggregate tonnage entered, 6,535.29.

§ Entered and cleared: 9 schooners, 2 steamers, 1 bark, 1 sloop—13. Aggregate tonnage entered, 2,312.11.

¶ Entered and cleared: 3 schooners, 2 steamers, 1 bark—6. Aggregate tonnage entered, 1,836.64.

¶¶ Entered and cleared: 1 brig, 1 steamer—2. Aggregate tonnage entered, 562.

** Entered and cleared: 1 brig. Tonnage entered, 212.22.

[illegible]

* Entered and cleared: 4 steamships, 1 steam-tug, 1 in port. Aggregate tonnage entered, 5,968.55.

Entered and cleared: 1 steamer, 1 steam tug; 1 aggregate tonnage entered, 5,631.91.

Entered and cleared: 4 steamers, 1 schooner--5. Aggregate tonnage entered, 5,631.91.

+ Entered and cleared: 4 steamers. Aggregate tonnage entered, 6,547.85.

Entered and cleared : 4 steamers. Aggregate tonnage entered, 9,547, 60.
Entered and cleared : 5 steamers. Aggregate tonnage entered, 8,213, 38.

Entered and cleared: 3 steamers. Aggregate tonnage entered, 8,213.35.
Entered and cleared: 1 schooner. Aggregate tonnage entered, 10,006.45.

Entered and cleared:	Aggregate tonnage entered
11 steamers, 1 schooner—12	10,814
Aggregate tonnage entered	10,814

* Entered and cleared: 11 steamers. Aggregate tonnage entered, 10,814. A percentage tonnage entered 11 878

Entered: 12 steamers, 1 schooner—13. Cleared: 12 steamers; in port, 17. Arrived: 1 steamer, 1 schooner. A despatch to foreign on the 5 552

Entered and cleared: 6 steamers. Aggregate tonnage entered, 5,553.

†† Entered; 2 barks, 2 brigs, 2 brigantines, 2 steamers--8; in port 1. Cleared; 3 barks, 2 brigs, 2 brigantines, 1 steamer--8; in port, 1. Aggregate tonnage entered, 3,813.28.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.		CLEARED.		INWARD.	CARGOES.	OUTWARD.		
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	Description.	Value.	No. of Vessels.	Description.	Value.
VENEZUELA, LAGUAYRA. C. H. Locke. Quarter ended December 31, 1866—Continued.			4	New York.....	6,980 bbls. flour, 20,000 ft. lumber, 40 bxs. figs, 7,225 galls. petroleum, 1,828 lbs. chewing tobacco, 400 bxs. segars, 550 bxs. candles, 1,400 bags corn, 2,000 bags wheat, 100 bags beans, 800 bxs. fire crackers, 160 bbls. ham, 1,000 kegs butter, 1,700 kegs lard, 1,000 pots mustard, 18,004 lbs. cordage, 14 sewing machines, 200 bbls. beef, 1,400 lbs. pepper, 80 bxs. patent medicine, 200 bbls. tallow, 1,000 bbla. coal, 40 bxs. codfish, 100 bbls. apples, 1,400 kegs butter, 100 bxs. raisins, 132 doz. hoop skirts, 1,000 yds. matting, 300 bxs. domestics, cheese, soap, &c.	\$130, 009 50	3	6,160 lbs. cocoa, 560 hides, 14,821 deerskins, 18,711 lbs. sugar, 1 box samples of chocolate, 1 box hats, 1,645 lbs. old types, \$41,000 in American gold.	\$64,591 46
			1	Philadelphia.....	1,000 bbls. flour, 4,000 galls. petroleum, 16,465 lbs. manila rope, 600 lbs. chewing tobacco, 10 bags black pepper, 24 doz. tricopherous, 40 wheelbarrows, 4 bxs. machinery, wax, hair tonic, candles, onions, leeches, books, peccorals.	11, 446 50	1	433 hides, 439 lbs. hide cuttings	1, 171 40
	2	Philadelphia.....	2	Philadelphia.....	2,400 bbls. flour, 3,000 galls. petroleum, 600 bxs. candles, 200 bxs. dry goods, 1,350 kegs butter, 180 doz. brooms, 26	96, 246 00	1	Ballast.....	32, 122 31
							1	2,077 hides, hydraulic jack for repair, 1,600 empty wheat bags, \$17,700 in American	

Quarter ended March 31, 1867.*	Baltimore		St. Thomas..... New York, via Porto Rico.		gold.		
	9	9	9	9	257, 332 50	150, 590 07	
	1 3	1 3	1 3	1 3	9, 585 80 46, 898 60	65, 039 51	
	bxs. stationery, 10 bxs. machinery, 1,000 bags wheat, 400 bags corn, 1,000 bbls. coal, 300 bbls. potatoes, 2,176 lbs. manila rope, 200 bags beans, 200 bxs. soap, 100 cans acids, 400 bbls. hams, 48 kegs nails, 300 bxs. domestics, 50 bxs. mackerel, 32,000 ft. lumber,		327 pkgs. 284 bbls. paper cigars, 3,300 bbls. flour, 850 kegs lard, 7,357 galls. petroleum, 36 doz. Hostetter's bitters, 1 bx. 4 bbls. lamps, 1 bx. books, 200 bbls. instruments, 24 oars, 20 bxs. oysters, 100 bbls. potatoes, 4 bxs. machinery, 2 bxs. perfumery, 400 bxs. codfish, 19 bxs. crinolines, 10 bxs. furniture, 50 doz. sarsaparilla, 14 bbls. 4 cases paper cigars, 104 bxs. fire crackers, 1 cocoa-nut press, 200 mats cassia, 1 carriage, 200 pkgs. cinnamon, 40 bxs. candles, 1,362 lbs. black pepper, 4 bbls. turpentine, 15 bxs. hardware, 2,184 hoop skirts, 8 bxs. leeches, 2 bxs. almanacs, 1 bx. umbrellas, 1 bx. weights, 40 bxs. preserves, 1 bx. photographs, 1 bx. printing materials, 24 doz. Florida water, 10 bbls. oats, 6 bbls. glass, 3 doz. pectoral, 4 pkgs. canvass, 4 doz. cod-liver oil, 400 bbls. coal, 1 bx. matches, 288 bots. expectorants, 288 bots. carminative balsam, 9 kgs. nails, 288 bots. vermifuge, 7,200 bxs. sanative pills.		Ballast..... 861,020 lbs. fustic, 59,710 lbs. cocoa, 1,428 hides, 11,004 deer skins, 26,200 lbs. sugar, 10 boxes alompli, 1 box cocadilla, 8,550 lbs. coffee, 1 box hide cuttings, 300 lbs. type, 3 boxes books and old papers, specie \$31,443.		
	4	4	4	4	56, 484 40	65, 039 51	

* Entered and cleared: 1 schooner, 3 steamers—4. Aggregate tonnage entered, 4,672.87.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.					
	ENTERED.		Where for, Vessels.	INWARD.		Value.	Description.	No. of Vessels.	Value.
	No. of Vessels.	Where from.		Description.	Description.				
VENEZUELA. LAGUAYRA. C. H. Locke. Quarter ended June 30, 1867.*	1	New York.....	1	New York.....	1	1,000 bbls. flour, 3,003 galls. kerosene oil, 1,406 lbs. tobacco, 200 kgs. butter, 30 bbls. rye flour, 20 bbls. corn meal, 10 bbls. mackerel and herring, 2 gross tricopherous, 13,272 lbs. manila rope, 100 rolls matting, 1,374 yds. duck, 2 casks hams, 400 kegs lard, 2 bxs. lamp shades, tubes, &c., 10 bxs. drugs, 10 bxs. furniture.	\$18,047 40	39,190 lbs. coffee, 19,585 lbs. cocoa, 598 deerskins, 389 hides.	\$9,837 33
4th quarter.....	.....	No arrivals.....	.....	.....	.....	.....	.....	No departures.....	.....
PUERTO CABELLO. A. Lacombe. Quarter ended December 31, 1866.†	2	New York.....	2	New York.....	2	Flour, provisions, and kerosene.	14,359 00	Deerskins, fustic, brown sugar, indigo, and coffee.	15,835 26
Quarter ended March 31, 1867.‡	4	New York.....	3 1	New York..... Baltimore.....	4	{ Flour, provisions, kerosene, soap, and candles.	13,871 22	Coffee, hides, deerskins, indigo, sugar, and fustic.	68,131 39
	4	.....	4	.....	4	Venezuelan currency....	13,871 22	Venezuelan currency....	68,131 39
Quarter ended June 30, 1867.§	1	New York.....	1	New York.....	1	Flour, provisions, &c.....	\$6,058 54	Coffee, hides, and deerskins, Venezuelan currency.	£,980 49

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.				CARGOES.					
	ENTERED.		CLEARED.		INWARD.		OUTWARD.			
	No. of Vessels.	Where from.	No. of Vessels.	Where for.	No. of Vessels.	Description.	Value.	No. of Vessels.	Description.	Value.
U. S. COLOMBIA.										
PANAMA.										
<i>W. B. Little.</i>										
Quarter ended December 31, 1866—Continued.	1 1 1	New York..... Cardiff..... Guayaquil.....	1 1 1	Callao..... In port..... Callao.....	1 1 1	1,860 tons coal..... 1,071 tons coal..... Cacao.....	\$46,500 00 26,775 00 50,000 00	1 1 1	Ballast..... In port..... General merchandise.....	..... ..... \$488,100 00
	22		22		22		9,893,449 00	22		7,725,706 00
Quarter ended March 31, 1867.*	4 4	In port..... New York.....	3 1 1 3	In port..... Callao..... do..... In port.....	4 1 1 3	Before reported..... 1,797 tons coal..... 1,788 tons coal, treasure, coffee, cotton, rice, and merchandise, { 1,400 sacks flour, coffee, hides, indigo, cotton, and rice, 1,630 tons coal, treasure, &c..... 1,119 tons coal.....	..... 43,128 00 1,153,234 00	{ 1 1 3	In port..... General merchandise..... Ballast..... In port.....	..... 308,400 00
	6 9 1	Central America..... California..... Valparaiso.....	5 1 9 1	Central America..... In port..... California..... In port.....	{ 1 9 1		1,068,478 00 10,504,353 00 22,380 00	{ 1 9 1	General merchandise..... In port..... General merchandise..... In port.....	1,671,410 00 5,829,510 00 7,809,320 00
Quarter ended June 30, 1867.†	6 8	In port..... Central America.....	5 1 8	Not given..... In port..... Central America.....	{ 1 8	Before reported..... Coffee, cotton, indigo, hides, and cochineal..... Treasure, merch dis, passengers Coal..... do..... do..... do..... Ballast.....	..... 1,770,924 00	{ 3 8	General merchandise..... Ballast..... In port..... General merchandise.....	127,700 00 2,191,300 00 4,470,200 00
	9 2 1 1	San Francisco..... New York..... Baltimore..... Tumbez.....	9 1 1 1	San Francisco..... Sandwich islands..... Callao..... do..... In port.....	9 1 1 1 1		10,540,646 00 26,440 00 40,175 00 43,200 00	9 1 1 1 1	do..... Ballast..... do..... do..... In port.....	..... ..... ..... ..... .....

BRAZIL. BAHIA. <i>R. A. Edes.</i> Quarter ended December 31, 1866.¶	6	Spanish Main....	4	Old Providence ..	4	.....do.....	.....do.....	4	160,000 cocoa-nuts, 8 tons rubber. 244,500 cocoa-nuts.....	1,540 00 1,956 00 3,496 00
Quarter ended March 31, 1867.¶	31	In port.....	1	San Francisco ..	1	Before reported.....	.....	1	Coal.....	.....
From the 1st of April to September 30, 1867.**	8	New York.....	3	Rio de Janeiro....	3	Flour, kerosene, &c.....	.....	3	Mails.....	.....
MARANHAM. <i>W. H. Evans.</i> Quarter ended December 31, 1866.†	1	New York.....	1	New York.....	1	400 bbls. flour, &c.....	.....	1	Ballast.....	.....

* Entered and cleared: 1 schooner. Tonnage entered, 155.85.

† Entered and cleared: 9 schooners. Aggregate tonnage entered, 796.68.

‡ Entered: 6 steamers, 1 ship—7, and 1 in port. Cleared: 7 steamers, and 1 in port.

§ Entered: 6 steamers, 1 brig—7, and 1 in port. Cleared: 6 steamers, 1 brig, 1 ship—8.

¶ Entered: 15 steamers, 1 ship, 1 bark, 1 brig—18. Cleared: 14 steamers, 1 brig—15, 1 condemned and 2 in port. Aggregate tonnage entered, 13,890.17.

** Entered and cleared: 1 schooner. Tonnage entered, 139.

† Entered and cleared: 1 brig. Tonnage entered, 244.10.

‡ Entered and cleared: 12 schooners. Aggregate tonnage entered, 1,097.40.

§ Entered and cleared: 14,861.71.

¶ Entered: 13,890.17.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.			OUTWARD.		
	No. of vessels.	Where from.	Where for.	No. of vessels.	Description.	Value.	No. of vessels.	Description.	Value.
BRAZIL. MARANHAM. <i>W. H. Evans.</i> Quarter ended March 31, 1867.*	3	New York.....	1 Buenos Ayres..... 1 Para.....	1 1	Ballast..... 50 bbls. flour, 40 bbls. kerosene, domestics, &c.	\$2,400 00	1	Ballast..... 5,482 deer skins.....	\$6,507 50
			1 Cuba.....	1	450 bbls. flour, 35 bbls. kero- sene, domestics.	8,200 00	1	1,200 hides..... Ballast.....	3,256 00
	3			3		10,600 00	3		9,763 50
	1	New York.....	1 Para.....	1	400 bbls. flour, 50 cases petro- leum, domestics, &c.	9,400 00	1	1,977 deer skins, 728 hides...	4,385 00
Quarter ended June 30, 1867.†	1	Barbadoes.....	1 Rio Janeiro.....	1	Ballast.....		1	Ballast.....	
	2			2		9,400 00	2		4,385 00
		No report.....							
4th quarter..... PARA. <i>J. G. Bond.</i> Quarter ended December 31, 1866.‡	5	New York.....	4 New York..... 1 New York.....	4 1	Flour and sundries.....				
	1	Maranham.....	1 New York.....	1	Ballast.....				
	3	Rio de Janeiro.....	3 Rio de Janeiro.....	3	do.....		9	India-rubber and sundries...	148,387 87
	9			9					
Quarter ended March 31, 1867.§	1	Maranham.....	1 New York.....	1	Flour and sundries.....		1	India-rubber, &c.....	32,059 18
	4	New York.....	3 do.....	3	Flour, 30 bbls. salt beef.....		2	India-rubber.....	55,427 21
							1	Nuts and ship timber.....	23,596 59
	3	Rio de Janeiro.....	1 Rio de Janeiro..... 3 New York.....	1 3	Lard and specie..... Jerked beef, cigars, coffee.....		1 3	Ballast..... (1) India-rubber, (2) coffee, &c.	7,837 04

1	St. Thomas.....	1	Rio de Janeiro...	1	Cigars, shoes	1	Hats, sarsaparilla.....	118,920 02
9	.....	9	.....	9	.....	9	.....	97,244 90
2	In port.....	2	New York.....	2	Before reported.....	2	Produce.....	54,738 36
3	Rio de Janeiro.....	3	do.....	3	Cigars and sundries.....	3	do.....	53,485 76
1	Pernambuco.....	1	Sold.....	1	Sugar.....	1	Sold.....	205,469 02
4	New York.....	3	Rio de Janeiro.....	3	Sundries.....	3	Ballast.....	349,177 81
10	.....	1	New York.....	1	do.....	1	Produce.....	349,177 81
10	.....	10	.....	10	.....	10	.....	.....
3	Rio de Janeiro.....	14	New York.....	14	Flour and sundries.....	14	Anatto, rubber, nuts, hides, cocoa, tapioca, rice, balsam copaiva, tongva beans, gum copal.	.....
11	New York.....	4	Rio de Janeiro.....	4	.....	4	.....	.....
14	.....	14	.....	14	.....	14	.....	.....
4	Rio de Janeiro.....	4	New York.....	4	Mails and passengers, &c.....	4	Mails, passengers, &c.....	.....
1	Sumatra.....	1	do.....	1	Pepper.....	1	Inward cargo.....	.....
5	New York.....	3	Rio de Janeiro.....	3	Mails, passengers, &c.....	3	Mails, passengers, &c.....	.....
10	.....	2	In port.....	2	10,859 bbls, shooks, 21 spars, 130 half chests tea, 405 bbls. flour, 63 cotton gins, 400 kegs lard, 30 bbls, blacking, 7 cases yellow metal, 34 pigs, lamps, 84 coils cordage, 232 barrels roshn, 7 cotton presses, 200 bales oakum, 51 bxs, patent mediches, 123 planks, 300 kegs crackers, 1,000 reams paper, 35 kegs nails, 146 bbls, ratans, 1 pkg, dough breaks, 1 case dental material, 1 box carriage trimmings, 2 stoves, 6 boxes Florida water, 1 cask lamp chimneys, 1 child's car- riage.	2	In port.....	.....
10	.....	10	.....	10	.....	10	.....	.....
63,064 00	.....	63,064 00	.....	63,064 00	.....	63,064 00	.....	.....

Quarter ended June 30,
1867.]

Quarter ended Septem-
ber 30, 1867.]

PERNAMBUCO.

T. Adamson, Jr.

Quarter ended December
31, 1866.**

* Entered and cleared: 1 steamer, 2 schooners—3. Aggregate tonnage entered, 1,060 66.
† Entered and cleared: 1 steamer, 1 schooner—2. Aggregate tonnage entered, 11,149.
‡ Entered and cleared: 6 steamers, 3 schooners—9. Aggregate tonnage entered, 14,172 91.
§ Entered: 6 steamers, 3 schooners—9. Cleared: 6 steamers, 3 schooners—3. Aggregate tonnage entered, 14,099 58.
|| Entered: 6 steamers, 2 schooners—8, and 2 in port. Cleared: 7 steamers, 4 schooners—10. Aggregate tonnage entered, 13,123.
¶ Entered and cleared: 7 steamers, 7 schooners—14. Aggregate tonnage entered, 14,252 80.
** Entered: 7 steamers, 2 barks, 1 schooner—10. Cleared: 7 steamers, 1 bark—8, and 2 in port. Aggregate tonnage entered, 48,898 63.

RIO DE JANEIRO, J. Monroe, Quarter ended December 31, 1866.†		13	Baltimore	9	Baltimore	10	20,956 bbls. flour, 1,350 kegs lard.	213,900 00	9	34,057 bags coffee.	613,026 00
6	New York	6	New York	6	New York	5	Lumber, machinery	77,000 00	6	29,499 bags coffee, 250 bbls. taploca, 36 bales horse hair.	533,982 00
3	Philadelphia	13	Foreign ports	2	2,800 bbls. flour machinery	2	2,800 bbls. flour machinery	72,000 00			
2	Bath, Me.	1	1,200 tons ice, 1,768 bbls. apples, and sundries.	1	1,200 tons ice, 1,768 bbls. apples, and sundries.	1	1,200 tons ice, 1,768 bbls. apples, and sundries.	30,000 00			
6	Foreign ports	4	Foreign ports	14	Ballast	14	Ballast		17	Ballast	
32		32		32		32		382,900 00	32		1,146,008 00
9	New York	1	California	1	Cargo not landed	1	Cargo not landed	54,200 00	1	Inward cargo.	444,198 00
		6	New York	6	500 bbls. flour, 400 tons coal, and sundries.	6	500 bbls. flour, 400 tons coal, and sundries.		6	24,261 bags coffee, 22 bales horse hair, 30 cs. ipacacuanha	
		1	River Plate	1	Ballast	1	Ballast		1	Ballast	
		1	Valparaiso	1	Cargo not landed	1	Cargo not landed		1	Inward cargo	
		1	In port	1	Ballast	1	Ballast		1	In port	
		1	Valparaiso	1	Cargo not landed	1	Cargo not landed		1	Inward cargo	
		1	St. Catharines	1	Ballast	1	Ballast		1	Ballast	
		1	Cape de Verde	1	1,020 bushels salt	1	1,020 bushels salt	500 00	1	3,400 bags coffee	61,200 00
		1	Charleston	1	198,443 ft. lumber	1	198,443 ft. lumber	7,937 72	1	500 bags coffee, 594 bags rosew'd	24,000 00
		1	Cardiff	1	2,065 tons coal	1	2,065 tons coal	20,650 00	1	In port	
		4	Baltimore	3	227,923 ft. lumber, 1,985 bbls. flour.	3	227,923 ft. lumber, 1,985 bbls. flour.	40,067 00	3	9,816 bags coffee	176,688 00
		2	Put back	1	In port	1	300 bbls. flour, &c.	42,000 00	1	In port	
		1	Liverpool	1	California	1	Cargo not landed		1	Inward cargo	
		1	Buenos Ayres	1	In port	1	Coals		1	In port	
		1	Philadelphia	1	California	1	Cargo not landed		1	Inward cargo	
		23		23	In port	1	Wool	3,760 00	1	In port	
					do	1	Coals		1	do	
								169,154 72	23		706,086 00
8	In port	1	New York	1	New York				1	Ballast	112,120 00
		1	Baltimore	1	Baltimore				1	5,006 bags coffee	
		1	Callao	1	Callao				1	do	
		1	River Plate	8	River Plate		Before reported.		1	do	

* Entered: 9 steamers, 2 ships, 1 bark, 1 schooner—13, and 2 in port. Cleared: 9 steamers, 2 ships, 3 barks, 1 schooner—15. Aggregate tonnage entered, 16,449.82.

† Entered and cleared: 12 steamers, 6 ships, 1 bark—9. Aggregate tonnage entered, 14,769.15.

‡ Entered: 12 steamers, 10 ships, 8 barks, 6 steamers, 6 brigs, 2 schooners—32. Aggregate tonnage entered, 16,724.97.

§ Entered and cleared: 10 ships, 8 barks, 6 steamers, 6 brigs, 2 schooners—32. Aggregate tonnage entered, 25,874.

|| Entered: 7 ships, 5 steamers, 4 brigs, 4 schooners, 3 barks—23. Cleared: 5 ships, 4 schooners, 2 brigs, 4 steamers, 2 barks—17, and 6 in port. Aggregate tonnage entered, 18,981.

¶ Entered: 9 steamers, 9 barks, 1 ship, 1 schooner, 3 brigs—23, and 8 in port. Cleared: 8 steamers, 9 barks, 2 ships, 1 schooner, 2 brigs—23, condemned 3, and 5 in port. Aggregate tonnage entered, 16,261.

4	New York.....	3	New York.....	3	2,000 bbls. flour, &c.....	67,000 00	3	20,378 bags coffee, 33 cases peccatanha.	366,804 00
2	Pensacola.....	1	In port.....	1	Ballast.....	.....	1	In port.....	.....
1	Bangor.....	1	Montevideo.....	1	Cargo not landed.....	.....	1	Inward cargo.....	.....
3	Providence.....	1	Montevideo.....	1	Cargo not landed.....	11,500 00	1	In port.....	.....
1	New Orleans.....	4	do.....	4	Ballast.....	.....	2	Inward cargo.....	.....
3	Boston.....	1	In port.....	1	do.....	.....	1	Ballast.....	.....
5	Cardiff.....	1	New York.....	1	do.....	10,000 00	1	In port.....	.....
2	St. Catharine's.....	1	New Orleans.....	1	600 tons ice and sundries.....	.....	1	Ballast.....	191,592 00
1	Talcahuano.....	1	do.....	1	Cargo not landed.....	.....	2	In port.....	.....
1	Cape Verde.....	1	St. Catharine's.....	5	9,505 tons coal.....	95,050 00	1	do.....	.....
1	Montevideo.....	1	Boston.....	1	Ballast.....	.....	1	5,600 bags coffee.....	100,800 00
1	Stockton.....	1	New York.....	1	do.....	.....	3	Ballast.....	.....
1	Liverpool.....	1	In port.....	1	Cargo not landed.....	.....	1	In port.....	.....
1	Tomé (Chili).....	1	do.....	1	Salt.....	2,000 00	1	Ballast.....	.....
1	Put back.....	1	do.....	1	845 sheep, 1,886 bags bran.....	16,000 00	1	Inward cargo.....	21,000 00
42	.....	1	do.....	1	290,000 ft. lumber, 100 oats, 32 spars.....	13,000 00	1	In port.....	.....
.....	.....	1	do.....	1	1,446 tons coal.....	14,460 00	1	do.....	.....
.....	.....	1	do.....	1	10,000 bags flour.....	60,000 00	1	do.....	.....
.....	.....	1	do.....	1	Outward cargo.....	.....	1	do.....	.....
42	.....	42	.....	42	.....	452,090 42	42	.....	1,123,186 00
1	New York.....	1	New York.....	1	Flour, &c.....	.....	1	Hides, &c.....	31,877 84
2	New York.....	2	New York.....	2	Flour and lard.....	.....	2	Hides, wool, &c.....	73,821 66
No report.....	No report.....	.....	.....	.....	.....	.....	.....	.....	.....
2	New York.....	1	New York.....	1	Flour and sundries.....	.....	1	Hides, wool, hair, and horns.....	.....
2	.....	1	Montevideo.....	1	.....	.....	1	Put in for coal.....	.....
2	.....	2	.....	2	.....	.....	2	.....	.....

Cleared: 7 ships, 6 barks, 1 schooner, 2 brigs, 8 steamers—24, and 3 sold and 15 in port.

† Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 418.

* Entered: 9 ships, 8 barks, 2 schooners, 7 brigs, 11 steamers—37, and 5 in port.

tonnage entered, 27,985.

† Entered and cleared: 1 schooner. Tonnage entered, 202.

§ Entered and cleared: 1 brig, 1 steamer—2. Aggregate tonnage entered, 934.

Quarter ended March 31, 1867.†			Quarter ended June 30, 1867.†			Quarter ended September 30, 1867.**		
8	Australia.....	3	England.....	23	Ballast.....	19	28,600 tons guano.....	838,000 00
1	Acapulco.....	1	Genoa.....	4	Assorted merchandise.....			
1	Bombay.....	7	Spain.....					
1	Chili.....	8	United States.....			1	Sold.....	
1	Cobija.....	1	Sold.....					
1	England.....	8	In port.....	1	Coal.....	8	In port.....	
1	Montevideo.....							
1	Nicaragua.....	1						
3	Panama.....	1						
4	Rio Janeiro.....							
6	United States.....							
28		28		28				858,000 00
8	In port.....	8	Not stated.....	8	Before reported.....	8	Not stated.....	
3	Rio Janeiro.....	2	Germany.....	2	Ballast.....	2	2,700 tons guano.....	81,000 00
5	United States.....	1	England.....	1	do.....	1	2,000.....do.....	60,000 00
		3	United States.....	1	do.....	3	4,300.....do.....	129,000 00
3	Montevideo.....	1	Genoa.....	1	Assorted cargo.....	1	Ballast.....	
1	Buenos Ayres.....	1	In port.....	1	do.....			
2	Australia.....	2	United States.....	2	Ballast.....	1	In port.....	
2	Acapulco.....	1	England.....	1	do.....	2	3,300 tons guano.....	69,000 00
3	Chili.....	1	France.....	1	do.....	1	2,600.....do.....	78,000 00
2	Sandwich Islands.....	1	United States.....	1	do.....	1	700.....do.....	91,000 00
1	England.....	1	England.....	1	do.....	1	1,600.....do.....	48,000 00
		1	United States.....	1	do.....	1	1,000.....do.....	30,000 00
		1	England.....	1	do.....	1	1,600.....do.....	48,000 00
		2	United States.....	2	do.....	2	1,500.....do.....	45,000 00
		2	In port.....	2	do.....	2	Assorted cargoes.....	
		2	do.....	2	do.....	2	In port.....	
		1	England.....	1	Coal.....	2	do.....	
30		30		30		1	1,300 tons guano.....	42,000 00
1	Nicaragua.....	1	United States.....	1	Ballast.....	30		651,000 00
3	Panama.....	1	Spain.....	1	do.....			
		1	England.....	1	do.....	1	900 tons guano.....	27,000 00
2	Acapulco.....	1	Germany.....	1	do.....	1	1,600.....do.....	48,000 00
		1	France.....	1	do.....	1	1,700.....do.....	51,000 00
2	Australia.....	1	Germany.....	2	do.....	2	1,600.....do.....	48,000 00
2	Montevideo.....	1	Germany.....	1	do.....	1	1,600.....do.....	48,000 00
		2	Germany.....	1	do.....	1	2,900.....do.....	87,000 00
		1	Germany.....	1	do.....	1	1,300.....do.....	39,000 00

* Entered and cleared: 1 schooner. Tonnage entered, 171, 56.

† Entered and cleared: 2 steamers. Aggregate tonnage entered, 1,123, 82.

‡ Entered: 20 ships, 2 barks, 1 schooner—23. Cleared: 16 ships, 2 barks, 1 schooner—19, and 4 in port. Aggregate tonnage entered, 22,976.

§ Entered: 24 ships, 2 steamers, 2 barks—28. Cleared: 19 ships, 1 sold, and 8 in port. Aggregate tonnage entered, 32,555.

¶ Entered: 16 ships, 4 barks, 1 brig, 1 schooner—22, and 8 in port. Cleared: 14 ships, 1 schooner, 3 barks, 8, class not given—26, and 4 in port. Aggregate tonnage entered, 21,234.

** Entered: 10 ships, 4 barks—14. Cleared: 10 ships, 3 barks—13, and 1 in port. Aggregate tonnage entered, 14,032.

† Entered and cleared: 3 steamers. Aggregate tonnage entered, 3,153.

Quarter ended March 31, 1867.†	Callao.....	1	Callao.....	1	Ballast.....	1	800 qtls. wood.....	2,000 00
	Cruise.....	1	Cruise.....	1	60 bbls. oil.....	1	Inward cargo.....	2,000 00
	Talcahuano.....	1	do.....	1	200.....do.....	1	do.....	2,000 00
		3		3				
Quarter ended June 30, 1867.§	Callao.....	2	Callao.....	1	Merchandise.....	1	295 tons wood.....	2,000 00
	Cruise.....	1	Cruise.....	1	Ballast.....	1	Ballast.....	2,000 00
	Païta.....	2	San Francisco.....	1	50 bbls. oil.....	1	do.....	
			Cruise.....	1	Ballast.....	1	Inward cargo.....	
4th quarter.....		5		5	1,200 bbls. oil.....	1		2,000 00
	No report.....							
Quarter ended December 31, 1866.¶		1	Caldera.....	1	Copper ore and wool.....	1	Same as inward cargo.....	
		1	Valparaiso.....	1	Ballast.....	1	Whaling gear.....	
		1	Cruise.....	1	900 bbls. crude sperm oil.....	1	Same as inward cargo.....	
		3		3				
Quarter ended March 31, 1867.¶	New York.....	1	New York.....	1	Copper ore and wool.....	1	Inward cargo.....	
	Cruise.....	13	Cruise.....	5	740 bbls. whale and 350 bbls. sperm oil.....	5	do.....	
			In port.....	6	1,340 bbls. whale and 920 bbls. sperm oil.....	6	In port.....	
			New Bedford.....	2	120 bbls. whale and 850 bbls. sperm oil.....	1	do.....	
Quarter ended June 30, 1867.**		14	In port.....	1		1	Inward cargo.....	
				14				
	In port.....	7	Not stated.....	7	Before reported.....	7	Inward cargo.....	
	Nantucket.....	2	Cruise.....	2	350 bbls. sperm oil.....	2	do.....	
	New Bedford.....	2	do.....	2	750 bbls. sperm oil.....	2	do.....	
	Valparaiso.....	3	Boston.....	1	890 tons copper ore and wool.....	1	1,090 tons copper ore, &c.....	
			Callao.....	1	Ballast.....	1	Ballast.....	
			Sold.....	1	do.....	1	Sold; took Chilean flag.....	
		14		14				

* Entered and cleared: 1 bark, 1 schooner—2. Aggregate tonnage entered, 340.

† Entered and cleared: 1 brig, 1 bark, 1 ship—3. Aggregate tonnage entered, 684.

‡ Entered and cleared: 1 ship, 2 barks—3. Aggregate tonnage entered, 1,376.

§ Entered: 11 barks 3 ships—4. Cleared: 5 barks, 2 ships—7, and 7 in port. Aggregate tonnage entered, 4,223.

¶ Entered: 6 barks, 1 ship—7, and 7 in port. Cleared: 5 barks, 1 ship, 7, class not given—13, and 1 sold. Aggregate tonnage entered, 2,146.

† Entered and cleared: 2 schooners, 1 brig, 5 barks—8. Aggregate tonnage entered, 1,017.

‡ Entered and cleared: 2 brigs, 2 schooners, 1 bark—5. Aggregate tonnage entered, 691.

§ Entered and cleared: 2 brigs, 2 schooners, 1 bark—5. Aggregate tonnage entered, 691.

¶ Entered: 11 barks 3 ships—4. Cleared: 5 barks, 2 ships—7, and 7 in port. Aggregate tonnage entered, 4,223.

¶ Entered: 6 barks, 1 ship—7, and 7 in port. Cleared: 5 barks, 1 ship, 7, class not given—13, and 1 sold. Aggregate tonnage entered, 2,146.

[illegible]

* Entered: 1 bark, 1 brig—2. Cleared: 1 bark, and 1 sold. Aggregate tonnage entered, 571.

Entered: 1 bark, 1 brig—2. Aggregate tonnage entered, 511.
 † Entered: 5 barks, 1 ship—6, and 7 in port. Cleared: 1 brig, 2 barks, 1 schooner—4: 8 in port and 1 condemned. Aggregate tonnage entered, 3,928.

+ Entered: 9 barks, 1 ship—0, and 7 in port. Cleared: 1 brig, 2 barks, 1 schooner—4, 8 in port and 1 consigned. Aggregate tonnage entered, 43,500. 54.

Entered: 9 barks, 1 ship, 2 brigs, 2 steamers—14, and 14 in port. Cleared: 10 barks, 2 ships, 1 brig—16, and 16 in port. Aggregate tonnage entered, 10,000, 97.
Entered: 5 barks, 3 schooners, 1 brig—9, and 16 in port. Cleared: 2 schooners, 11 barks, 1 ship, 2 brigs, 2 steamers—18; 6 in port and 1 sold. Aggregate tonnage entered, 3,583, 01.
Entered: 9 barks, 1 ship, 2 brigs, 2 steamers—14, and 14 in port. Cleared: 10 barks, 2 ships, 1 brig—16, and 16 in port. Aggregate tonnage entered, 10,000, 97.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		Where for.	INWARD.		OUTWARD.		Value.		
	No. of Vessels.	Where from.		No. of Vessels.	Description.	No. of Vessels.	Description.			
ARGENTINE CON- FEDERATION. BUENOS AYRES. <i>M. E. Hollister.</i> Quarter ended June 30, 1867—Continued.	1	Baltimore	1	Baltimore	1	40,000 gals. petroleum, 2,500 lbs. butter, 50 bbls. refined sugar, 500 boxes starch.	\$57,950 00	1	11,935 dry ox and cow hides, 2,000 salted ox and cow hides, 122 bales hide-cut- tings, 4 bales horse hair, 57 pkgs. mixed hair.	\$86,408 06
	2	Rio Negro	2	Rio Negro	2	Ballast .....	.....	2	Ballast .....	.....
	3	New York	3	In port	3	367,000 ft. lumber, 97,228 lbs. starch, 2,800 lbs. pepper, 8,500 lbs. hams, 688 boxes fire-crack- ers, 6 bbls. bacon and pork.	35,378 00	3	In port .....	.....
	1	England	1	do	1	Ballast .....	.....	1	do .....	.....
	1	Bordeaux	1	do	1	do .....	.....	1	do .....	.....
	1	Pensacola	1	do	1	331,324 ft. pine lumber	5,090 00	1	do .....	.....
	25	.....	25	.....	25	.....	98,418 25	25	.....	827,719 83
	6	In port	2	New York	6	Before reported .....	.....	2	44,031 hides, skins, &c.	184,791 07
	.....	.....	1	Boston .....			.....	1	4,572 hides, &c.	82,153 36
	.....	.....	1	Valparaiso .....			.....	1	Ballast .....	.....
Quarter ended Sept. 30, 1867.*	7	New York	1	Itapiru	3	9,883 pieces lumber, &c. ....	.....	1	do .....	.....
	.....	.....	1	Montevideo			77,077 62	3	58,128 hides, &c.	273,250 48
	.....	.....	3	New York			146,314 00	4	In port .....	.....
	5	Montevideo	4	In port	1	lumber .....	.....	1	Ballast .....	.....
	.....	.....	1	Montevideo	1	Straw paper, tobacco, tubs, &c.	31,417 88	1	22,941 hides, skins, &c.	100,673 97
	3	Boston	3	In port	3	172,067 ft. lumber	3,352 03	3	In port .....	.....
.....	.....	.....	1	Boston	1	Ballast .....	.....	1	2,873 hides, 431 bales wool, &c.	76,318 48
	2	Baltimore	2	In port	2	507,562 ft. lumber	21,512 76	2	In port .....	.....
.....	.....	1	Valparaiso	1	543,799 ft. lumber, 67 cases to- bacco	12,706 58	1	Ballast .....	.....

URUGUAY.
MONTEVIDEO.

C. W. Parsons, jr.
Quarter ended December
31, 1866.†

[illegible]

* Entered: 13 barks, 7 brigs, 1 ship, 1 schooner, 3 steamers—25, and 6 in port. Cleared: 7 barks, 4 brigs, 1 ship, 1 schooner, 1 steamer—14, and 17 in port. Aggregate tonnage entered, 11,615. 65.

† Entered: 10, 900. 52.
‡ Entered: 10, 900. 52.
§ Entered: 10, 900. 52.

+ Entered: 1 ship, 9 barks, 2 brigs—12, and 12 in port. Cleared: 1 steamer, 1 brig, 11 barks—16; 1 sold and 7 in port. Aggregate tonnage entered, 6, 243. 35. Arrived, 10, 900. 32.

Navigation and commerce of the United States with foreign countries—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.		
	ENTERED.		Where for.	INWARD.		OUTWARD.
	No. of Vessels.	Where from.		No. of Vessels.	Description.	No. of Vessels.
ARGENTINE CON- FEDERATION. MONTEVIDEO. <i>C. W. Parsons, Jr.</i> Quarter ended March 31, 1867—Continued.	2	Savannah.....	Buenos Ayres ..	1	185,000 feet lumber	1
	1	Bangor.....	Cuba.....	1	335,000 feet lumber	1
	1	Stockton.....	do.....	1	400,000 feet lumber	1
	2	Cardiff.....	do.....	1	385,000 feet lumber	1
	2	Baltimore.....	In port.....	2	2,490 tons coal.....	2
	1	Boston.....	do.....	1	Assorted merchandise	2
	1	Buenos Ayres ..	do.....	1	165,000 feet lumber	1
	1	Rio de Janeiro ..	Valparaiso.....	1	Ballast.....	1
	1	Pensacola.....	In port.....	1	135,000 feet lumber, 666 bags farina.....	1
	1	do.....	do.....	1	403,000 feet lumber	1
	24	do.....	do.....	24	do.....	24
	7	In port.....	St. Thomas.....	2	do.....	6
	2	Buenos Ayres ..	Rio de Janeiro ..	1	Before reported.....	1
Quarter ended June 30, 1867.*	3	New York.....	Valparaiso.....	7	do.....	1
	2	Buenos Ayres ..	Cuba.....	1	Ballast.....	1
	1	Baltimore.....	Chincha islands..	1	Sold; took Uruguayan flag ..	1
	3	Cardiff.....	Sold.....	1	Ballast.....	1
	1	St. Marys, Ga. ..	Buenos Ayres ..	1	Inward cargo.....	1
	1	Savannah.....	San Francisco.....	1	Part inward cargo.....	1
	1	do.....	Buenos Ayres ..	1	In port.....	1
	3	Cardiff.....	In port.....	1	do.....	1
	1	do.....	do.....	1	do.....	1
	1	do.....	do.....	1	do.....	1
	1	do.....	do.....	1	do.....	1
	1	do.....	do.....	1	do.....	1
	18	do.....	do.....	18	do.....	18
					258,380 00	\$92,842 00

J. D. Long.

Quarter ended September 30, 7.†

Quarter ended	7	In port	Valparaiso	Before reported			Ballast	Unknown
<i>J. D. Long.</i>								
September 30, 7,†			Buenos Ayres	1	1		Part inward cargo	Unknown
			Callao	1	1		Ballast	1,700 00
			Rio de Janeiro	1	1		860 sheep	148,500 00
			New York	1	1		36,000 dry hides, &c	13,000 00
			Hampton Roads	1	1		826 tons bone ash	
			In port	1	1		Undergoing repairs	
	2	Cardiff	2	2	1	3,100 tons coal	In port	127,000 00
	1	Buenos Ayres	1	1	1	Ballast	32,000 dry hides and bales	
	1	St. Mary's	1	1	1	176,000 feet pitch pine lumber	Proceeded on to Buenos Ayres without breaking bulk	
	1	St. Catherine's	1	1	1	Ballast	Ballast, (river boat)	Unknown
	3	New York	2	2	1	General, lumber, kerosene, starch naval stores, provisions, &c	Part inward cargo	
	1	Baltimore	1	1	1	160,000 feet pitch pine lumber	In port	
					1	General, lumber, lard, kerosene, starch	do	
	2	Rio de Janeiro	1	1	1	265,000 feet pitch pine lumber	300 tons coal	4,000 00
	1	Marselles	1	1	1	Ballast	In port, (river boat)	
					1	General cargo, flies, cement oil, wines, and brandies	do	
	1	Searsport	1	1	1	359,000 feet white pine lumber	do	
	2	Portland	2	2	2	604,000 feet white pine lumber	do	
	22		22	22		377,300 00		294,200 00
SALVADOR,								
SONSONATE.								
<i>J. Mathé.</i>								
From July 1, 1866, to March 31, 1867,†	1	San Francisco	1	1	1	Flour wines, &c	532,200 lbs. muscovado sugar, 15,000 lbs. coffee, 52,000 lbs. rice.	17,986 00
3d and 4th quarters.		No reports						
EQUADOR.								
GUAYAQUIL.								
<i>E. Lee.</i>								
1st and 2d quarters.		No reports						

* Entered: 3 ships, 2 steamers, 3 barks, 3 brigs—11, and 7 in port. Cleared: 2 ships, 1 steamer, 4 barks, 3 brigs—10; 1 sold, and 7 in port. Aggregate tonnage entered, 7,612.
† Entered: 6 ships, 5 barks, 2 schooners, 2 steamers—15, and 7 in port. Cleared: 2 ships, 4 barks, 3 brigs, 2 schooners, 1 steamer—12, and 10 in port. Aggregate tonnage entered, 8,687.
‡ Entered and cleared: 1 bark. Tonnage, 236.

* Entered : 3 ships, 2 steamers, 3 barks, 3 brigs—11, and 7 in port. Cleared : 2 ships, 1 steamer, 4 barks, 3 brigs—10; 1 sold, and 7 in port. Aggregate tonnage entered, 7,612.

Entered: 6 ships, 5 barks, 2 schooners, 1 steamer—12, and 10 in port. Cleared: 2 ships, 4 barks, 3 brigs, 2 schooners, 1 steamer—12, and 10 in port. Aggregate tonnage entered, 8,687.

+ Entered and cleared: 1 bark, Tonnage, 236.

Navigation and commerce of the United States with foreign nations—Continued.

COUNTRY, CONSULATE, NAME OF CONSUL, AND DATE OF RETURNS.	VESSELS.			CARGOES.						
	ENTERED.		CLEARED.	INWARD.		OUTWARD.				
	No. of Vessels.	Where from.		No. of Vessels.	Description.	Value.	Description.	Value.		
ECUADOR.										
GUAYAQUIL.										
<i>E. Lee.</i>										
Quarter ended June 30, 1867.*	1	Philadelphia.....	1	In port.....	1	General cargo.....		1	14,000 qtls. cacao, rubber, cot- ton, bark; still in port.	
4th quarter.....		No report.....								
LIBERIA.										
MONROVIA.										
<i>H. Johnson.</i>										
Quarter ended December 31, 1866.†	2	New York.....	2	Bassa.....	2	Provisions.....	\$38,558 00	1	Part inward cargo.....	\$2,000 00
	2		2		2		38,558 00	1	Palm oil.....	2,500 00
								2		4,500 00
Quarter ended March 31, 1867.‡	1	Charleston.....	1	Sinco.....	1	Emigrants' effects and stores.....		1		
	1	New York.....	1	Bassa.....	1	Shoes, fish, flour, provisions, powder, lumber, dry goods, brass kettles, hardware, furni- ture.	44,000 00	1	Yet on the coast.....	
	1	Bassa.....	1	Baltimore.....	1			1	Ballast.....	
	1	Cape Mount.....	1	New York.....	1			1	Palm oil, ivory, coffee, sugar, cacao, arrow root.	2,984 85
	4		4		4		44,000 00	4		2,984 85

Quarter ended June 30, 1867.†	1	New York.....	1	Bassa.....	1	Tobacco, provisions, nails, soap, shoes, navy bread.....	17,522 00	1	Palm oil, ivory, camwood, barwood, sugar, coffee, to- bacco.....	33,223 76
	2	Bassa.....	1	New York.....	1			1	Palm oil and camwood.....	20,000 00
	3		1	Bassa.....	1			3		53,223 76
Quarter ended September 30, 1867.‡	1	Charleston.....	1	Bassa.....	1	Emigrant's effects.....		1	Ballast.....	
	1	Cape Palmas.....	1	Baltimore.....	1	Provisions, tobacco, &c.....	15,847 37	1	...do.....	
	2	New York.....	1	Bassa.....	1	Powder, dry goods, brass ket- tles, shoes.....	13,500 00	1	Still on the coast.....	
			1	In port.....	1	Rum, provisions, tobacco, lum- ber.....	11,711 29	1	In port.....	
	4		4				41,058 66	4		
MADAGASCAR.										
TAMATAVE.										
I. P. Finkelmeier.										
Quarter ended December 31, 1866.		No arrivals.....							No departures.....	
Quarter ended March 31, 1867.¶	1	Boston.....	1	Zanzibar.....	1	300 bales cotton cloth.....	39,945 69	1	Part inward cargo.....	21,115 52
Quarter ended June 30, 1867.**	1	Port Elizabeth.....	1	Madagascar.....	1	General cargo.....		1	Cotton cloth.....	20,000 00
	1	Salem.....	1	Zanzibar.....	1	210 bales cotton cloth.....	70,000 00	1	...do.....	1,200 00
	1	Boston.....	1	do.....	1	275 bales cotton cloth, &c.....	80,000 00	1		21,200 00
	3		3				150,000 00	3		
Quarter ended September 30, 1867.††	1	Salem.....	1	Zanzibar.....	1	706 bales cotton cloth.....	125,000 00	1	Cotton cloth and general cargo.....	90,500 00
AFRICA.										
GABOON.										
A. Perrot.										
1st and 2d quarters.....		No reports.....								

* Entered: 1, class not given, and still in port. Tonnage, 509.95.

† Entered and cleared: 2 ships, 1 bark, 1 brig—4. Aggregate tonnage entered, 2,614.03.

‡ Entered and cleared: 3 barks. Aggregate tonnage entered, 917.62.

¶ Entered: 2 ships, 1 brig—3, and 1 in port. Aggregate tonnage entered, 2,427.81.

** Entered and cleared: 3 brigs. Aggregate tonnage entered, 1,025.

†† Entered and cleared: 1 schooner, 1 brig—2. Aggregate tonnage entered, 184.06.

‡‡ Entered and cleared: 1 bark. Tonnage entered, 450.

¶¶ Entered and cleared: 1 bark. Tonnage entered, 492.

RECAPITULATION.

Showing the navigation of the United States with each consulate in each foreign country during each quarter of the year ended September 30, 1867, as far as data have been furnished by consular returns received at the statistical office of the Department of State.

(For aggregate values of cargoes, inward and outward, description and quantities of merchandise, aggregate tonnage entered, and other minor details, the tabular statements must be consulted.)

Country and consulate.	Name of consul.	NUMBER OF VESSELS.										
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.		TONNAGE.
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	
BRITISH DOMINIONS.												
Aberdeen	A. Brand					3	3				1	3, 166
Akyab	J. G. Norton	32	39		33	45	53	24	21	141	3	28, 237. 33
Barbadoes.	Thomas Brown.	4	4	6	6					10	10	1, 756
Bathurst	J. Halliday, jr			1	1	2	2	1		3	3	2, 888
Bassett	J. G. Heap	1	1	1	1						2	1, 862. 30
Belfast	A. N. Miller					6	6	3	3	9	9	2, 825. 51
Belize, Honduras	C. M. Allen			11	11	7	7	4	4	22	22	6, 471. 18
Bermuda	G. A. Kittridge	4	6	3	6	1	3	2	5	13	5	11, 777
Bombay	Z. Eastman			1	1			4	4	6	6	4, 501
Bristol	N. P. Jacobs	11	11	12	12	5	11	6	3	34	40	24, 621. 43
Calcutta	W. Graham		5	7	6	6	3			21	17	8, 251
Cape Town	C. E. Birch	18	15	13	13					33	28	30, 028
Cardiff	G. W. Prescott	2	4	1	1	1	1	1		5	6	4, 956. 28
Ceylon	T. Harling	3	3	1	1	7	7	6	6	17	17	27, 398
Cowes	E. S. Winans									8	8	1, 530. 27
Cobourg	P. Fygy-lmesy	11	11	14	15	16	15	12	9	53	50	10, 581. 69
Demerara	W. B. West											
Dublin	J. Smith											
Dundee	E. Jones	16	16	1	1	2	2	11	11	30	30	5, 191. 40
East Harbor	A. Fox							3	3	3	3	2, 624. 15
Falmouth	H. J. Sprague	15	14	21	21	22	20	11	11	69	66	35, 544. 84
Gibraltar	E. L. Kendall							4	4	4	4	2, 593
Gloucester	T. Alcock					2	2	7	7	9	9	3, 149
Goderich	A. Curry							1	1	1	1	246
Guernsey	M. M. Jackson	29	28	7	7	27	27			63	62	77, 246. 50
Halifax	J. B. Jones							5	5	5	5	653. 42
Hamilton	J. T. Darrill					13	12	9	8	22	20	3, 880. 92
Hamilton, Bermuda	T. J. Allen	20	24	29	29	39	43	35	29	123	123	123, 074
Hong Kong	H. J. Atkinson							1	1	1	1	551

FRANCE.									
Bordeaux.....	5	1	2	2	7	3	12	10	26
Cette.....		1	6	5	2	2	2	2	14,799.28
Gundeloupe.....	6	3	3	12	5	5	4	4	4,098.98
Havre.....	15	12	20	17	43	45	36	31	5,022.53
La Rochelle.....									118,666.92
Marseilles.....	14	16	12	11	17	16	9	13	56
Nantes.....	1		1	2			1	1	25,140
Napoleon-Vendée.....									2,721.03
Nice.....									
Toulon.....			1	1					1
St. Martin.....			2	2	5	5	3	7	1,015.87
St. Pierre.....					2	1	3	4	7
									432
J. B. Frecker.....									5
J. Vander.....	3	3	8	8	6	6	1	1	18
									3,763
SOCIETY ISLANDS.									
Tabiti.....									
SPANISH DOMINIONS.									
Aguadilla, Porto Rico.....			2	2	1	1			3
Algeciras.....			7	7					7
Alicante.....	1	1							3
Almeria.....									1
Arecibo, Porto Rico.....	4	3	7	7	1	3	4	3	16
Barcelona.....	2	2	5	5	2	2	3	2	12
Bilbao.....	2	2							11
Cadiz.....	1	3							2
Cardenas.....	31	29	87	65	84	9	12	13	30
Cienfuegos.....	8	5	69	56	44	58	7	15	219
Denia.....									128
Guaymas, Porto Rico.....	3	4	23	17	6	12	3	3	35
Guantanamo.....	7	6							7
Guantanamo.....	6	6							6
Havana.....	130	121	170	155					300
Manila.....	12	13	5	10	2	2	14	12	23
Manzanillo.....	28	24	26	24	(*)	19			54
Matanzas.....	13	10							32
Mayaguez.....	42	33	110	85	101	141	28	26	285
Mayaguez, Humacao, Fajardo.....	18	17	34	30	24	30	8	8	84
Nuevitas.....	3	3			6	6	5	5	14
Ponce, Porto Rico.....	14	13	25	25					47
Ponce, Porto Rico.....	6	6	26	21	21	23	14	16	67
Sagua la Grande.....	13	13	4	4					26
Sagua la Grande.....	10	9	54	28	82	102	14	21	160
Santiago de Cuba.....	12	10	19	17	12	13	7	9	50
San Juan de los Remedios.....	8	10	25	13					23
San Juan, Porto Rico.....	8	11	16	12	5	9	11	10	40
Seville.....									42
I. Cunningham.....									5
J. A. Little.....						1	2	2	5
Tarragona.....									2,308.00

* From January 1 to December 31, 1897.

Recapitulation—Continued.

Country and consulate.	Name of consul.	NUMBER OF VESSELS.										
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.		TONNAGE.
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	
SPANISH DOMINIONS.												
Teneriffe.....	W. H. Dabney.....	20	20	1	.....	3	3	27	26	4,952	.....
Trinidad de Cuba.....	F. F. Cavada.....	8	3	23	22	38	20	77	77	22,376	.....
Valencia.....	J. B. Andrews.....	11	4	7	11	6	5	29	27	41,289	.....
Vique.....	L. Garben.....	1	.....	1	1	(*)	.....	1	1	83	.....
Zaza.....	P. D. Breggs, Jr.....	1	1	2	2	7	6	12	11	4,684	.....
PORTUGAL.												
Fayal.....	C. W. Dabney.....	26	28	4	2	9	10	105	99	23,614	.....
Funchal.....	C. A. Leas.....	.....	.....	.....	.....	.....	1	1	1	225	.....
Lisbon.....	C. A. Munro.....	1	1	1	1	1	3	5	6	1,467.41	.....
Nacao.....	J. Q. Barton.....	3	3	.....	.....	.....	.....	3	3	888.25	.....
Oporto.....	H. W. Dimon.....	.....	.....	.....	.....	.....	2	2	2	738	.....
St. Paul de Loando.....	A. A. Silva.....	1	.....	1	1	2	1	6	5	2,195	.....
BELGIUM.												
Antwerp.....	J. Wilson.....	17	14	8	8	7	9	38	40	29,385.92	.....
Ghent.....	J. M. Levison.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
NETHERLANDS.												
Amsterdam.....	C. Mueller.....	.....	.....	.....	.....	.....	3	3	4	2,632.59	.....
Batavia.....	S. Higginson, Jr.....	4	4	2	2	4	4	12	11	7,410.97	.....
Bonaire.....	C. L. Moses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Curacao.....	J. Faxon.....	4	4	5	5	7	7	23	22	3,790	.....
Padang.....	S. Higginson, Jr.....	2	2	1	.....	1	1	4	4	2,630.94	.....
Paramaribo.....	H. Sawyer.....	2	1	2	2	2	2	8	6	1,663.65	.....
Rotterdam.....	A. Rhodes.....	3	4	1	1	3	1	8	7	6,534.23	.....
HANSE TOWNS.												
Bremerhaven.....	F. W. Specht.....	4	1	1	4	7	4	16	13	11,074	.....
Hamburg.....	S. T. Williams.....	4	2	1	3	1	1	6	6	6,018.07	.....
DENMARK.												
Christiansund.....	E. H. Perkins.....	9	9	4	4	5	6	25	26	4,304.78	.....
Elsinore.....	G. P. Hanson.....	.....	.....	1	.....	1	1	3	3	1,786	.....

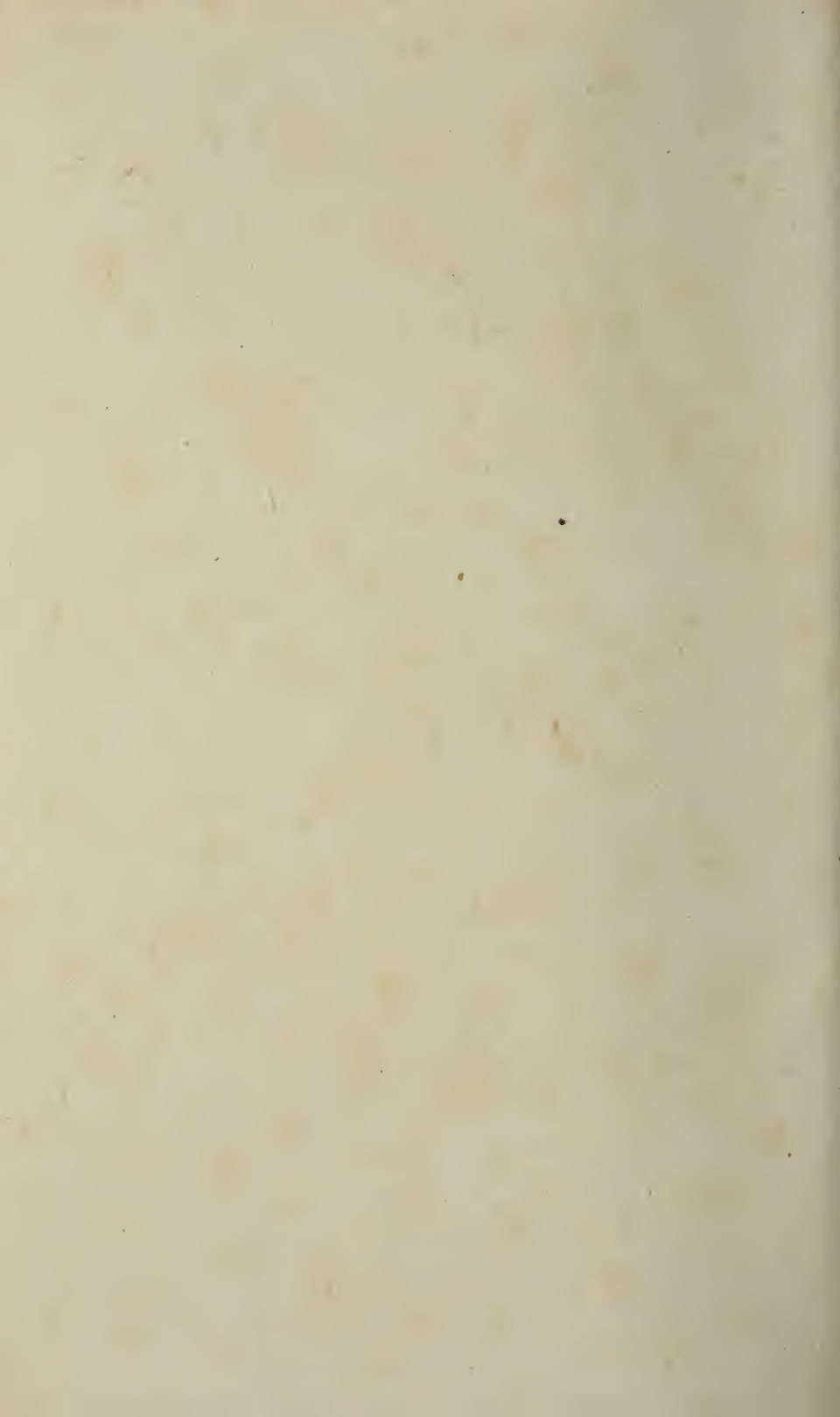
Fredericksted	W. F. Moore	5	5	5	4	9	10	4	4*	23	23	4,284.92
St. Thomas	E. B. Simmons	55	48			19	20	20	19	79	79	77,536
SWEDEN AND NORWAY.												
Fergén	H. J. Lockwood	1	1							1	1	
Gothenburg	F. K. Barier											
St. Bartholemew	R. B. Dinzey			1	1	1	1	1	1	3	3	315
Stockholm												
RUSSIA.												
Annoor River	H. G. O. Chase	1	1					3	3	4	4	950.77
Cronstadt	A. W. Wilkins	2	5			11	5	6	7	19	17	10,477
Odesa	T. C. Smith											
Revel	H. B. Stacy											
PRUSSIA.												
Altona	W. Marsh											
Geestemünde	E. Ulrich		3	3	3	7	6	7	8	17	17	37,494.34
Stettin	C. J. Sundell											
AUSTRIA.												
Trieste	A. W. Thayer	3	2	4	3		2		1	7	8	2,552.09
ITALY.												
Brindisi	F. B. Hutching	1	1							1	1	413
Cagliari	E. Pernis			3	3	1	1	1	1	5	5	2,593
Genoa	O. M. Spencer	6	5	4	4	5	4			13	13	6,067
Leghorn	J. Hutchinson	2	3	4	4	6	5	5	4	16	16	15,260
Messina	F. W. Behn	16	16	36	38	2	7			61	61	15,213
Palermo	L. Monti	19	14	14	19	6	6	1	1	40	40	15,402
Spezzia	W. T. Rice											
Venice	F. Colton	1	1							1	1	
GREECE.												
Zante	A. S. York							1	1	1	1	32
TURKEY.												
Beirut	J. A. Johnson					2	2			2	2	603.21
Constantinople	J. H. Goodenow					1	1	1	1	2	2	733.66
Smyrna	J. Griffith	1	3	1	1			3	3	5	7	1,502
MUSCAT.												
Zanzibar	E. D. Ropes	2	2	4	4	5	3	2	4	13	13	5,622.70

* For six months no reports.

Recapitulation—Continued.

Country and consulate.	Name of consul.	NUMBER OF VESSELS.										
		FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.		AGGREGATE.		TONNAGE.
		Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	Entered.	Cleared.	
SIAM.												
Bangkok	J. M. Hood	4	3	1	2	2	2	1	2	8	9	5,965
CHINA.												
Amoy	N. S. Conant	2	3	2	3	2	2	1	1	7	9	1,340.75
Canton	O. H. Perry	6	6	6	6	6	6	5	5	23	23	17,790.24
Chee Foo	E. Sanford	12	11	3	4	15	15	32	32	62	62	50,104
Chin Kiang	J. L. Kiernan	83	83	62	62	59	59	60	59	264	263	393,312
Foo Chow	A. Canfield	1	3	4	3	4	4			9	10	3,822
Hankow	H. G. Bridges	42	42	33	33	32	29	28	30	135	134	202,177
New Chwang	F. P. Knight	1		1		6	7	5	5	12	12	5,485.62
Ningpo	E. C. Lord	39	39	39	37			39	39	117	115	111,059
Shanghai	G. F. Seward	112	99	58	59	74	73	112	105	356	336	399,018
Swatow	J. C. A. Wingate	3	4	1	3	3	3	2	1	9	11	3,602
JAPAN.												
Hakodadi	E. E. Rice	1	1	2	1	10	10			13	12	4,487.78
Kanagawa	G. S. Fisher	2	1	11	9	21	19	12	15	46	44	54,480.61
Nagasaki	W. P. Mangum	7	4	1	1	13	8	12	9	33	22	15,301.16
BURMAH.												
Rangoon	G. Bullock			5	1	1	5			6	6	4,997
HAWAIIAN ISLANDS.												
Hilo	J. Worth	15	15	17	7	7	17	1	1	40	40	16,642
Labaina	E. Perkins	4	4	2	1	4		1	1	11	6	2,674
Honolulu	A. Caldwell	79	81	33	24	59	69	17	14	188	188	71,404
NAVIGATOR'S ISLAND.												
Apia	J. M. Coe	4	4							4	4	3,545
DOMINICAN REPUBLIC.												
St. Domingo City	J. S. Smith	2	2	2	2	4	4	2	2	10	10	1,885





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